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SIXPENCE.

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HONOUR TO THE HERO OF PORT ARTHUR: THE FRAGMENTARY REMAINS OF COMMANDER HIROSE RECEIVED WITH NAVAL HONOURS AT TOKIO.

SKETCH (FACSIMILE) BY MELTON PRIOR, OUR SPECIAL ARTIST IN THE FAR EAST.

MR. MELTON PRIOR WRITES: "Commander Hirose met his death in a gallant attempt to save the life of his boatswain during the second attack on Port Arthur. He was blown to pieces by a shell, but all that was left of him was reverently conveyed to Tokio and was buried with full naval honours. The small coffin, covered with the national flag, was borne by three naval officers. Commander Hirose was the ablest torpedo officer in the Japanese Navy."

OUR NOTE BOOK.

BY L. F. AUSTIN.

In Herbert Spencer's vast Autobiography there is a little dissertation on iced water. "Not only does it come up at every meal," he observed when in America, "but even in the middle of the night it must be made accessible." The philosophic mind applied itself at once to the origin of things. How came the American people to acquire this habit of tipping iced water at all hours? Sir Philip Burne-Jones, in his "Dollars and Democracy," ascribes it to thirst. In America he was always thirsty. I never was. After the dreadful evening when I was shamed by the bottle of Milwaukee beer which stood in front of me at the hotel table-d'hôte in a scanty company of strictly teetotal drinks, I discovered that the exhilarating quality of the American air abated the bad old European craving for liquor. But surely my companions at the dinner-table were not really teetotallers; they simply had next to no particular desire for fluid with the evening meal. My Milwaukee had not disgraced the stranger in their eyes. But Herbert Spencer says it had. "Why have the Americans especially become such lovers of iced water? Possibly the prevalent disuse of alcoholic drinks, which yield the required sensations, and which one scarcely ever sees at table in the hotels, was the cause. The sensation of taste being ungratified, the sensation of temperature is, as far as possible, substituted for it."

So I look back upon that evening with renewed misgivings. Those Americans must have said to one another: "This stranger comes from a low civilisation. He drinks Milwaukee for the sensation of taste. We have discovered that temperature is the gratification of the advanced democracy. Europe is a terrible way behind us!" It must have been compassion which prompted negro philanthropists to bring iced water whenever I rang a bell. And I used to gaze with horror when the children drank tumblers of iced water at breakfast, followed by blazing hot coffee, buckwheat cakes, and molasses! But did Herbert Spencer really hold that the sensation of temperature in drinks is higher in the moral scale than the sensation of taste? The passage in his Autobiography is not definite on that point. This is surprising. Contrast it with his judgment of Miss Potter. She was a very beautiful girl he knew in his youth. Everybody else fell down and worshipped her. "My aunt said to me: 'Well, what do you think of Miss Potter?' Any other young fellow would have launched out into unmeasured praise. But my reply was: 'I do not quite like the shape of her head,' referring, of course, to my phrenological diagnosis." Here you see acute discernment combined with courage. Then why that laxity of dogma on the moral status of iced water?

There was a little coterie of scientific persons who used to dine together in Spencer's early days. They called themselves the "X Club"; but one genius of the party, Spencer gravely records, wanted the club to be christened the "Blastoderm." The blastoderm, it seems, is "that part of the ovum which exhibits rudimentary signs of development." Apparently this association with an egg, on the way to become a chick, did not please the majority. But what a name was lost to Clubland! How the London cabman would have rolled it over his tongue, with pleasing variations! If it could have had a clubhouse of its own, how all the ways in town would have suggested red lights, and a pleasant tinge of sulphur in the wall-paper! This must have crossed Herbert Spencer's mind; but, strange to say, there is no dissertation on the license of humorists and their proper place. He prefers to point out that the intuitions of women are of little value, seeing that woman can be so easily cozened by agreeable manners and pretty speeches. Man, on the other hand, is a synthetic and analytic being, who reflects deeply on his impressions before he commits himself. Methinks I hear what the Early Victorian novelists used to call a silvery peal of laughter.

A quaint correspondence in the *Times*, headed "Exeter English," suggests that there is a provincial centre where English is not as magnificent as Mrs. Craigie would have it. Indeed, the eminent persons who erected the Blackmore memorial in Exeter Cathedral went sadly wrong in the mere grammar of the inscription. "This window with the tablet above are" is one of those delinquencies for which we used to be birched at school. But how can you birch a committee composed of a Bishop, four distinguished novelists, and Mr. Douglas Sladen? The sculptor of the memorial says he detected the blunder at once; but how could a mere potter venture to lay a birch upon the person of Mr. Douglas Sladen, to say nothing of a Bishop? How dare a sculptor amend that famous line of Bulwer Lytton's "Richelieu," and make it run, "Beneath the rule of men entirely great the chisel is more grammatical than the pen"? So he left the august committee in the lurch with that surprising plural! I

wonder whether he would have been equally discerning if the inscription had taken this form: "To R. D. Blackmore, one of those writers who has enriched our tongue with the imperishable magnificence only to be found out of London."

Here is a lapse of grammar not uncommon even in the best authors. They write "one of those who has" or "who is" with serene unconsciousness that the plural verb is needful for salvation. That the blunder has not found its way to memorial tablets is a blessed chance. I have read it in Mr. John Morley, no less, and even (I write this in fear and trembling) in the *Times*, though not in the Literary Supplement which exhilarates our Fridays. But I have a suspicion that if all readers had the abnormal instinct of a certain eminent politician, no writer would escape whipping. He told me once that he could not read Stevenson with pleasure, because he found at least five grammatical errors in every page. Herbert Spencer, in the Autobiography, mourns over his own style. It is lucid, he says, but monotonous; and it abounds in "feeble phrases." But it is singularly accurate. The masters of style are your only sinners. Thackeray, who broke every rule, moved Stevenson to say that it was all very well for the careless giants of our literature to write slipshod English, but the second-raters must be correct or nothing. And yet Stevenson has at least five blunders to the page! Then why fidget about the plural at Exeter? Let us stumble along in the hope that the eminent politician is too deep in Blue Books to heed us.

In Ouida's prime, when there was a row in the pit, young Guardsmen would jump out of the stalls, and knock down burly plebs with scientific hitting straight from the shoulder. There is a scene in "Puck" (magnificent English, if you like!) where two or three young noblemen fight their way through the mob. They are very "ready with their fives," to use a phrase with a fine smack of the old Prize Ring; but they were inspired, as Ouida reminds us, by the honour of their Order. Forty years later the Order is tame and spiritless. It is the police, not our strapping young nobility, who clear the gallery when the plebs have "booed" the manager too vociferously on the first night. They have their Order, too, and a fine body of ripe old traditions. The right of disturbance at the play goes back into the misty past. You might find it in the archives of the Heptarchy. When the Druids gave a dramatic show in the grove of oaks, be sure that unruly young Britons threw hammers at the manager when he came in front of the curtain. This tradition illustrates that "disregard of authority" which Herbert Spencer notes as his chief characteristic. He was not much of a playgoer; but he would have sympathised with "boosers." John Churchill, in Johnson's day, used to sit in the pit with a cudgel, and rap any head that differed from him. Thus you get, in unbroken line from the early Britons, this right to make a shindy in the theatre.

It is quite out of keeping, of course, with the evolution of manners. We discriminate now between the play and the public meeting. At the play we want to be soothed, not to have a riot as an afterpiece. At the English public meeting you carry your life in your hand. The young gentlemen in the gallery are still of opinion that free speech entitles them to lacerate our nerves by angry bellowing when they are displeased with the play or the manager. The other night they were in a furious passion because a favourite player was not in the cast. This is quite traditional, but it is no longer decent. The early Britons were probably incensed when a charming Druidess they were sweet on chanced to have no part. Chunks of old red sandstone signified their ill-humour with the management. But nowadays this dictation is unreasonable. A manager must choose his company according to his judgment, and to make the noises of the "Zoo" at him because somebody is not engaged is irrational. On the other hand, it is not in human nature to keep absolute silence when other people are applauding a play or a speech you do not admire. A silent gallery would be an outrage on nature. But how to roar as gently as a sucking dove? That is a puzzle Herbert Spencer should have solved for us in his Autobiography.

A theatrical manager, says Mr. Fitzroy Gardner in the *Daily Mail*, must be careful not to spoil the complexions of his patronesses with the wrong scheme of decoration or electric lighting. The backs of the stalls must not be too high. "An unnecessarily high back to one of these chairs is calculated to conceal the shoulders on which many an Englishwoman has good reason to pride herself." The lighting in the vestibule must not be "garish," or it may kill the lovely censor's good opinion of the play. In fine, the manager must manage all the ladies who visit his theatre; he must know "those innermost thoughts and feelings which guide their thoughts if not their outward conduct." Poor man! To him Herbert Spencer must seem quite trivial.

THE WAR: AN EXPERT COMMENTARY.

BY R. N.

The important facts in this week's chronicle are the advance of Kuroki to Feng-hwang-cheng, the sealing of Port Arthur, and the landing of the Japanese army at Pi-tse-wo and other places in Manchuria. It is interesting as throwing a lurid light on the Russian view of affairs to read the order of the day issued by General Stoessel when he became aware that he was to be left in command of the beleaguered port. He states that on May 1 the enemy crossed the Yalu in great force, and "our troops fell back on positions which had previously been selected." In view of the advance of Kuroki's victorious troops, there is something humorously piteous about this explanation—the last, or almost the last, official message to be issued from Port Arthur. With regard to the point, it may be remembered that on April 29 the St. Petersburg correspondent of a French paper telegraphed that on the highest authority he was able to say that Kuropatkin contemplated the possibility of the retreat of the troops of the first line, and that he would refuse to fight without a certainty of victory. Either, therefore, we must take it that he was misreported, or that he was unable to enforce his orders upon the Generals at the front. The plan of the Commander-in-Chief, it was said, would be to draw the Japanese into the open country in Manchuria, and to deliver battle at the moment when the Russian forces which are moving south from the Tumen had arrived on the banks of the Yalu. It may be said that if his idea of drawing the Japanese into Manchuria contemplated the sacrifice of an army corps, at least this is strategy which few military men can understand or appreciate.

It appears to be taken for granted that the landing of the Japanese troops at Pi-tse-wo, Kinchau, and Ta-ku-shan indicates an immediate assault upon Port Arthur. But this is by no means certain. The fact that that port is sealed, and that its garrison cannot operate unless by crossing the narrow neck which connects with the mainland, makes it possible for the Japanese to leave it alone for the present. On the other hand, Wa-fang-tien and Pu-lan-tien, places to which the Japanese have advanced, are within a short distance of the point of junction of the Newchwang Railway with the main line to Mukden; and it seems just as likely that these fresh army corps are to co-operate with troops advancing from the Yalu. Until their movements are even further developed, Kuropatkin must still be prepared to form front on a line which is parallel to the line of his communications—in other words, the railway. Doubtless the difficulties of the situation account for the evacuation of Newchwang.

It is a matter of great importance at the present moment to the Russians to concentrate and collect their scattered divisions if they are not to be again outwitted by their enemies. It will need the utmost forethought, vigilance, and prudence to hold the line now being taken up until the supply of men and material can be brought on a level with the requirements of the situation. A great battle near Motienleng has been reported, and it has been rumoured that General Sassulitch has been killed.

Turning to naval events, the sealing of Port Arthur, which Admiral Togo considers to be effectively blocked for battle-ships and cruisers, was a necessary precedent to the landing of the Second and Third Army Corps. But its result is much more than this; for it has rendered the dispatch of naval reinforcements from Europe strategically useless, while it virtually secures the communications of the various divisions of the Japanese land forces. There can be no question that the Japanese have been fully aware of the essential need for destroying the effectiveness of the Russian ships in the port. This is the explanation of Togo's many attempts. Until those vessels were rendered ineffective, his share of the work was only partly accomplished. And now a much smaller force will be necessary in the Yellow Sea, and he will be at liberty to deal with Vladivostok. The impotence of Admiral Jessen is demonstrated by the futility of his movements—the contemptible results of his raid, which was valueless except as showing his inferiority; his good fortune alone enabling him to escape destruction by Kamimura's superior force. Even the advent of Skrydloff, who will presumably go to Vladivostok now that Port Arthur is closed to him, cannot galvanise into vitality this hopelessly inferior force.

PARLIAMENT.

On the motion for the second reading of the Licensing Bill, Mr. Burt moved its rejection, contending that the Bill would in no way advance the cause of temperance. The capital value of licenses had been calculated at three hundred millions, and the policy of the Government would probably duplicate it. Lord Morpeth, speaking as a teetotaler, supported the Bill, which Mr. Whitaker denounced as an "ignominious surrender to the trade."

On the vexed question of a "time limit" for compensation, Mr. Lyttelton declared that this was contrary to the spirit of the Bill. Such a plan would compel a license-holder to pay his share of the compensation fund, and yet receive none of it if his license were extinguished after the expiration of the "time limit." But the Solicitor-General was understood to hint that this question might be reconsidered in Committee.

Mr. McKenna asked the Government to appoint a Select Committee to inquire into the alleged "leakage" of information which enabled somebody in the tobacco trade to anticipate the Budget. Mr. Balfour refused the demand, and accused Mr. McKenna of having attacked the honour of the Chancellor of the Exchequer. This led to a violent scene.

In the House of Lords the Bishop of St. Asaph introduced a Bill to enable Voluntary school managers to let or sell their school-houses to the local authority on conditions which would provide for denominational religious teaching in all schools where parents desired it, at the cost of the denominations.

LONDON AND NORTH WESTERN RAILWAY.

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WHITSUNTIDE HOLIDAYS.

CHEAP EXCURSIONS will be run from EUSTON, BROAD STREET, WOOLWICH, KENSINGTON (Addison Road), WILLESDEN JUNCTION, and other London Stations, as follows—

ON THURSDAY, MAY 10, TO IRELAND.

ON FRIDAY, MAY 20,

to Blackpool, Southport, Carlisle, Lake District, Furness Line Stations, North, South, and Central Wales, Cambrian Coast, Scotland, North Staffordshire Stations, Principal Stations in Lancashire and Yorkshire, Buxton District.

ON FRIDAY, MAY 20, and SATURDAY, MAY 21, to Liverpool and Manchester Districts and Isle of Man.

ON SATURDAY, MAY 21, and MONDAY, MAY 23, to Birmingham and South Staffordshire District.

ON TUESDAY NIGHT, MAY 24, WEDNESDAY 25, and THURSDAY NIGHT 26,

to Manchester for Whitsuntide Races.

For Times, Fares, and full particulars see Small Bills, which can be obtained at any of the Company's Stations and Town Offices; or on application to Mr. R. Turnbull, Superintendent of the Line, Euston Station, N.W.

FREDERICK HARRISON, General Manager.

Euston Station, London, May 1904.

HARWICH
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HOOK OF HOLLAND—QUICKEST ROUTE TO HOLLAND AND CHEAPEST TO GERMANY. Daily (Sundays included) at 8.30 p.m. from Liverpool Street Station. ACCELERATED SERVICE TO BERLIN, LEIPZIG, DRESDEN, VIENNA, AND MUNICH. THROUGH CARRIAGES AND RESTAURANT CARS between the Hook of Holland, Berlin, Cologne, and Bâle.

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PARIS, via FOLKESTONE-BOULOGNE or DOVER-CALAIS, First Class, 58s. 4d., Second Class, 37s. 6d., Third Class, 30s., available by 2.20 p.m. and 9 p.m. Services from CHARING CROSS on May 19, 20, 21, and 22; also by 10 a.m. Service on May 21. Returning from Paris by certain Trains within 14 days.

BRUSSELS and Back, via CALAIS or BOULOGNE, 22s. 11d., via OSTEND, 18s. 4d. Tickets available for 8 days.

BOULOGNE, leaving CHARING CROSS 2.20 p.m., May 21. Returning 12 noon or 7.10 p.m. on Whit Monday. First Class, 21s.; 2nd Class, 12s. 6d. Special 3-Day Tickets to BOULOGNE and CALAIS; SATURDAY to MONDAY. CHEAP TICKETS to CALAIS; and 8-day Excursions to OSTEND, AMSTERDAM, THE HAGUE, &c. Continental Services will run as usual.

CHEAP RETURN TICKETS to TUNBRIDGE WELLS, ST. LEONARDS, HASTINGS, BEXHILL, CANTERBURY, WHITSTABLE, HERNE BAY, BIRCHINGTON, WESTGATE, MARGATE, BROADSTAIRS RAMSGATE, SANDWICH, DEAL, WALMER, DOVER, FOLKESTONE, SHORNCLEIFFE, HYTHE, SANDGATE, and NEW ROMNEY (LITTLESTONE-ON-SEA) will be issued from LONDON by certain Trains on Friday and Saturday, May 20 and 21, available to return on Wednesday, May 25, by any Train (Mail and Boat Expresses excepted).

CHEAP DAY EXCURSIONS on WHIT SUNDAY and WHIT MONDAY from the principal LONDON STATIONS to ASHFORD, CANTERBURY, DEAL, TUNBRIDGE WELLS, GRAVESEND (ROSHERVILLE GARDENS), HASTINGS, BEXHILL, WHITSTABLE, HERNE BAY, BIRCHINGTON, RAMSGATE, BROADSTAIRS, MARGATE, HYTHE, SANDGATE, FOLKESTONE, DOVER, &c.

CHEAP DAY EXCURSION to ALDERSHOT on WHIT MONDAY, leaving CHARING CROSS at 9.24 a.m. Return Fare, 3s.; Third Class, also CHEAP AFTER-NOON EXCURSION to WHITSTABLE and HERNE BAY on WHIT SUNDAY, leaving VICTORIA and HOLBORN at 2.55 p.m., and CHARING CROSS at 2.15 p.m. Return Fare, 2s. 6d., Third Class.

CRYSTAL PALACE (HIGH LEVEL) on WHIT MONDAY. Cheap Return Tickets, including admission, will be issued from London.

For full particulars of the above Excursions, Extension of Time for certain Return Tickets, Alterations in Train Services, &c., see Special Holiday Programme and Bills.

VINCENT W. HILL, General Manager.

GREAT WESTERN RAILWAY.

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From PADDINGTON and other London and certain Suburban Stations to the WEST OF ENGLAND, including ILFRACOMBE, EXETER, PLYMOUTH, WADEBRIDGE, &c. and embracing the charming

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Special Motor Tours, Whitsun Week, Falmouth to the Lizard and Mullion.

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MIDLAND COUNTIES, NORTH OF ENGLAND, SHAKESPEARE'S COUNTRY, Cheltenham, Gloucestershire, Hereford, Wye Valley, &c.

WEEK-END BOOKINGS TO NUMEROUS PLACES.

CHEAP TICKETS TO RIVERSIDE STATIONS.

Several Through Expresses from and to London will NOT RUN on WHIT MONDAY, and certain local trains will be discontinued during the Holidays.

Tickets, and Programmes of Excursion and other Cheap Bookings, obtainable at the Company's Stations and Town Offices.

JAMES C. INGLIS, General Manager.

GREAT CENTRAL RAILWAY.

WHITSUNTIDE HOLIDAYS.

RAPID TRAVEL IN LUXURY.

A.B.C. PROGRAMME OF COMPLETE EXCURSION FACILITIES from London (Marylebone), Woolwich, Greenwich, and Metropolitan Stations, TO THE MIDLANDS, NORTH OF ENGLAND, North-East and North-West Coasts, and Scotland, can be obtained, FREE, ON APPLICATION AT MARYLEBONE STATION, OR any of the Company's Town Offices and Agencies.

SAM FAY, General Manager.

MIDLAND RAILWAY.

WHITSUNTIDE ARRANGEMENTS.

COOK'S EXCURSIONS FROM ST. PANCRAS, with bookings from CITY, GREENWICH, and WOOLWICH STATIONS.

TO IRELAND.

THURSDAY, May 19, via Liverpool, and on Friday, May 20, via Morecambe, to DUBLIN, CORK, KILLARNEY, Ballinacorney, Galway, Sligo, and the SOUTH and WEST of Ireland. On THURSDAY, May 19, via Barrow, via Liverpool, and via Stranraer and Larne, to BELFAST, LONDONDERRY, PORTLUSH, and the NORTH OF IRELAND, to LONDONDERRY, via Liverpool, by direct steamer, and on SATURDAY, May 21, to LONDONDERRY, via Morecambe, by direct steamer, returning within 16 days as per Sailing Bill.

* TO SCOTLAND FOR 8 or 16 days.

FRIDAY, May 20, from St. Pancras at 7.30 p.m., to Stirling, Perth, Arbroath, Forfar, Brechin, Montrose, Aberdeen, Inverness, Nairn, Forres, Ballater, &c.; and from St. Pancras at 10 p.m., to Alnwick, Berwick, Darlington, Durham, Northallerton, Richmond, Newcastle (N.E.), Appleby, Carlisle, EDINBURGH, GLASGOW, Greenock, Helensburgh, Ayr, Kilmarnock, &c.

* TO PROVINCES AND SEASIDE.

FRIDAY MIDNIGHT, May 20, for 3, 6, or 8 days.

SATURDAY MIDNIGHT, May 21, for 2, 5, or 7 days, to LEICESTER, LOUGHBOROUGH, NOTTINGHAM, DERBY, MANCHESTER, LIVERPOOL, SHEFFIELD, LEEDS, SHIPLEY, BRADFORD, STOCKPORT, and Warrington.

SATURDAY, May 21, to LEICESTER, BIRMINGHAM, NOTTINGHAM, DERBY, Newark, Lincoln, Burton, Staffordshire Potteries, &c., MATLOCK, BUXTON, MANCHESTER, LIVERPOOL, Bolton, Preston, Wigan, BLACKBURN, Bury, ROCHDALE, Oldham, Barnsley, Wakefield, LEEDS, BRADFORD, YORK, HULL, West Hartlepool, Filey, Saltburn, SCARBOROUGH, NEWCASTLE-ON-TYNE, Lancaster, MORECAMBE, BARROW, and the FURNES and LAKE DISTRICTS, and Carlisle, returning May 23, 26, and 28. See Bills for times, &c.

* Bookings from Woolwich and Greenwich by these trains.

LOCAL EXCURSIONS.

WHIT MONDAY, May 23, to BIRMINGHAM, for 1, 2, 4, or 5 days; to LEICESTER, Loughborough, and NOTTINGHAM, for 1, 2, or 3 days; and to KETERING for one day, leaving St. Pancras at 6 a.m.

To ST. ALBANS, HARPENDEN, and LUTON, leaving St. Pancras at 8.35, 9.35, 10.20, 10.35, 11.35 a.m., and 1.10 p.m.; and to BEDFORD at 10.20 a.m., returning same day.

MANCHESTER RACES.

TUESDAY, May 24, to MANCHESTER (for the Races) and STOCKPORT, leaving St. Pancras at 12.15 p.m., and Kentish Town at 11.35 a.m., and to NOTTINGHAM and SHEFFIELD for 2, 3, or 5 days, leaving St. Pancras at 2.10 p.m., and Kentish Town at 1.35 p.m.

TUESDAY NIGHT, May 24, to MANCHESTER (for the Races) and Stockport, leaving St. Pancras 11.30 and Kentish Town 11.35 p.m.; and to NOTTINGHAM and SHEFFIELD for 2, 3, or 4 days, leaving ST. PANCRAS 11.45 and KENTISH TOWN 11.50 p.m.

THURSDAY MIDNIGHT, May 26, to MANCHESTER (for the Races), and Stockport, leaving St. Pancras at 12.20 a.m., and Kentish Town at 12.25 a.m.; to SHEFFIELD, leaving St. Pancras at 12.5 and Kentish Town at 12.10 a.m.; and on FRIDAY, May 27, to NOTTINGHAM, for 2 days, leaving St. Pancras 8.30 a.m., and Kentish Town 7.35 a.m.

WEEKLY SUMMER EXCURSIONS.

EVERY SATURDAY until further notice (commencing May 21) to MATLOCK, BUXTON, LIVERPOOL, SOUTHPORT, THE ISLE OF MAN, MORECAMBE, LANCASTER, THE ENGLISH LAKE DISTRICT, BRIDGLINGTON, SCARBOROUGH, WHITBY, HARROGATE, BEN RHYDDING, ILKLEY, &c., for 3, 8, 10, 15, or 21 days. Also on Friday, May 20, and every Wednesday (commencing June 1) until further notice, to BLACKPOOL, LYTHAM, ST. ANNE'S, and FLEETWOOD for 5, 8, 12, and 15 days.

For Season Excursions to AMPHILL, TURVEY, BEDFORD, OLNEY, WELLINGBOROUGH and KETERING on Saturdays, and to ST. ALBANS, HARPENDEN, REDBOURN, and HEMEL HEMPSTEAD on Thursdays and Saturdays, see programmes.

EXTENSION OF WEEK-END TICKETS.

Week-end Tickets are issued every Friday, and Saturday from LONDON (St. Pancras) and other principal Midland Stations to the CHIEF SEASIDE and INLAND HOLIDAY RESORTS, including the Peak District of Derbyshire, Yorkshire, the North-East Coast, Edinburgh, Glasgow, and all parts of Scotland. For the Whitsuntide Holidays these tickets will be available for returning on Sunday (where train service permits) Monday, Tuesday, or Wednesday, May 22, 23, 24, and 25.

SOUTHEAST AND WESTCLIFFE-ON-SEA.

On WHIT SUNDAY, MONDAY, and TUESDAY, May 22, 23, and 24, and each day during May and June, Day Excursions will run to SOUTHEAST and WESTCLIFFE-ON-SEA. For full particulars see handbills.

TICKETS, BILLS, &c., may be had at ST. PANCRAS and other MIDLAND STATIONS and CITY BOOKING OFFICES; and from THOS. COOK and SON, Ludgate Circus, and Branch Offices.

JOHN MATHESON, General Manager.

GREAT NORTHERN RAILWAY.

WHITSUNTIDE HOLIDAY ARRANGEMENTS.

THE CHEAP WEEK-END TICKETS, usually issued each Friday and Saturday, will be issued on Friday, May 20, or Saturday, May 21, available for return on Sunday, May 22, Monday, May 23, Tuesday, May 24, or Wednesday, May 25, with the exception that tickets to Caister-on-Sea, Cromer, Gorleston, Lowestoft, Mablethorpe, Mundesley-on-Sea, Weybourne, Sheringham, Skegness, Sutton-on-Sea, West Runton, Woodhall Spa, and Yarmouth are available for return on day of issue or on any day up to Wednesday, May 25, inclusive (if train service admits).

CHEAP EXCURSIONS FROM LONDON (KING'S CROSS, SUBURBAN STATIONS, &c.).

Friday, May 20, for 8 or 16 days, to NORTHALLERTON, DARLINGTON, RICHMOND, DURHAM, NEWCASTLE, ALNWICK, BERWICK, EDINBURGH, GLASGOW, OBAN, PERTH, DUNDEE, ABERDEEN, INVERNESS, and other stations in Scotland; Friday, May 20, for 3, 6, or 8 days, to PETERBOROUGH, GRANTHAM, NOTTINGHAM, NEWARK, RETFORD, SHEFFIELD, MANCHESTER, WARRINGTON, LIVERPOOL, DONCASTER, WAKEFIELD, LEEDS, BRADFORD, HALIFAX, &c.

Saturday, May 21, for 3, 6, or 8 days, to PRINCIPAL STATIONS IN NORFOLK, LINCOLNSHIRE, NOTTINGHAMSHIRE, DERBYSHIRE, STAFFORDSHIRE, LANCASHIRE, YORKSHIRE, NORTH-EASTERN DISTRICT, &c.; also for 1, 3, or 4 days to SKEGNESS, SUTTON-ON-SEA, and MABLETHORPE.

Saturday, May 21, and each Saturday until September 24, for 8, 10, 15, or 17 days, to SKEGNESS, SUTTON-ON-SEA, MABLETHORPE, CRIMBSY, NEW CLEE, CLEETHORPES, BRIDGLINGTON, FILEY, SCARBOROUGH, ROBIN HOOD'S BAY, WHITBY, SALTBURN, REDCAR, APPLIFY, TYNEMOUTH, WHITBY BAY, CULLERCOATS, BEN RHYDDING, ILKLEY, HARROGATE, LIVERPOOL, SOUTHPORT, and DOUGLAS (Isle of Man).

Whit Monday, May 23, for 1, 2, or 3 days, to GRANTHAM and NOTTINGHAM, also for 1 day to ST. ALBANS, HERTFORD, HEMEL HEMPSTEAD, HARPENDEN, LUTON, DUNSTABLE, HITCHIN, BALDOCK, ASHWELL, ROYSTON, MELBETH, CAMBRIDGE, BIGGLESWADE, SANDY, TEMPSFORD, ST. NOETS, HUNTINGDON, PETERBOROUGH, SKEGNESS, SUTTON-ON-SEA, and MABLETHORPE.

Tuesday, May 24, for 2, 3, 4, or 5 days, also Thursday, May 26, for 2 days, to GRANTHAM, NOTTINGHAM, RETFORD, WORKSOP, SHEFFIELD, and MANCHESTER (Races).

For fares and full particulars see bills, to be obtained at the Company's stations and town offices.

OLIVER BURY, General Manager.

LONDON AND SOUTH WESTERN RAILWAY.

WHITSUNTIDE EXCURSIONS

to the principal

HOLIDAY AND HEALTH RESORTS,

From LONDON (WATERLOO) and certain Suburban Stations.

14-DAY TICKETS to PARIS issued on May 19, 20, and 21. Return Fares: 1st Class, 39s. 3d.; 2nd Class, 30s. 3d.; 3rd Class, 26s. (N.B.—Through Bookings to Paris have been arranged from the principal Northern Companies. Ask for tickets via Southampton and Havre.)

To CHERBOURG on May 21. Fare, 23s. 6d. To HAVRE on May 20 and 21; also to ST. MALO on May 20. Fares, 24s. 6d.

FAST EXCURSIONS

to the COASTS of HANTS, DORSET, SOMERSET, NORTH and SOUTH DEVON, NORTH CORNWALL, ISLE OF WIGHT, &c. For particulars and bookings to other places, also

ADDITIONAL AND LATE TRAINS

to the WEST OF ENGLAND, WEYMOUTH, BOURNEMOUTH, SOUTHAMPTON, PORTSMOUTH (for the ISLE OF WIGHT), &c., see Programmes, obtainable at any of the Company's London Stations and Offices, or from Mr. Henry Holmes, Superintendent of the Line, Waterloo Station, S.E.

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GRAND MILITARY AND OTHER CONCERTS DAILY by the Band of the Grenadier Guards. The Exhibition Bersagliere Band.

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SIR HIRAM S. MAXIM'S CAPTIVE FLYING MACHINES, the Novelty of the Age.

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EXCURSIONS, via Newhaven. SATURDAY, May 21, from Victoria & London Bridge 10.0 a.m. (1 & 2 Class), & Thursday, Friday, Saturday, & Sunday, May 19th to 22nd, from Victoria & London Bridge 8.50 p.m. (1, 2, 3 Class). Fares, Paris, 39s. 3d.; 30s. 3d.; 26s.; Rouen, 35s. 3d.; 27s. 3d.; 23s. 8d.; Dieppe, 32s.; 25s.; 20s.

DIEPPE.—FRIDAY TO WEDNESDAY CHEAP

RETURN TICKETS.—From London Bridge & Victoria, Friday, Saturday, Sunday, & Monday, May 20th to 23rd. Fare, by Day or Night Service (1 & 2 Class), 24s., 19s., and by Night Service only (3rd Class) 15s., available for return up to May 25th.

Details of Continental Manager, London Bridge Terminus.

HARROGATE.—DELIGHTFUL HEALTH RESORT.

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FINEST BATHS IN EUROPE. Hydrotherapy of every description, Bracing Moorland Air. Splendid Scenery. Walks and Drives.

Varied Entertainments daily in new Kursaal.

Illustrated Pamphlet and all details from Manager, ROYAL BATHS, HARROGATE.

MAX PEMBERTON'S

LATEST AND BEST NOVEL.

NOTICE.

Three large Impressions have been already exhausted of

RED MORON,

By MAX PEMBERTON,

and the work has again been reprinted.

With 8 Illustrations by W. H. Margetson. Price 6s.

The British Weekly says: "I unhesitatingly pronounce this his masterpiece."

The Daily Chronicle says: "By far and away the best."

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SUMMER CRUISES.

The fine Steam Yacht "St. Sunniva," from Leith, to the West Coast and Fjords of Norway, June 4, 16, and 28; July 9 and 21; and August 2.

From LONDON, round the BRITISH ISLES, August 15 and 30.

From ALBERT DOCK, LEITH, to CAITHNESS and the ORKNEY and SHETLAND ISLANDS, every Monday, Tuesday, Wednesday, and Friday, and from ABERDEEN five times a week, from May 1 to September 20.

ST. MAGNUS HOTEL, HILLSWICK, SHETLAND, under the Company's Management, open from June 1 to September 30.

Comfortable quarters and excellent Cuisine. Grand Rock Scenery and good Loch and Sea Fishing in neighbourhood.

Full particulars from Thomas Cook and Son, Ludgate Circus, London; Wordie and Co., 75, West Nile Street, Glasgow; George Houston, 18, Waterloo Place, Edinburgh, and 1, Tower Place, Leith; and

CHARLES MURPHY, Manager, Aberdeen.

O.P.L. CRUISES IN SUNNY LANDS

FOR WHITSUNTIDE.

The Orient-Pacific Line will despatch the twin-screw steamer "ORONTES," 9023 tons' register,

To MOROCCO, BALEARIC ISLANDS, ALGERIA, &c.,

From London May 20, visiting TANGIER, PALMA, ALGIERS, GIBRALTAR, and VIGO, arriving back in London June 4.

15 DAYS for 15 guineas and upwards.

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P. & O. STEAM YACHT "VECTIS,"

6000 tons; 6000 h.p.

will leave on her first Pleasure Cruise to NORWAY and the FAR NORTH in the first week of July.

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NEW FAST PASSENGER STEAMERS,

via Kiel Canal, leaving every Saturday. Voyage 4 days.

Fares: First Class, single, £5 15s.; return, £9 10s., including victualling. Stewards carried.

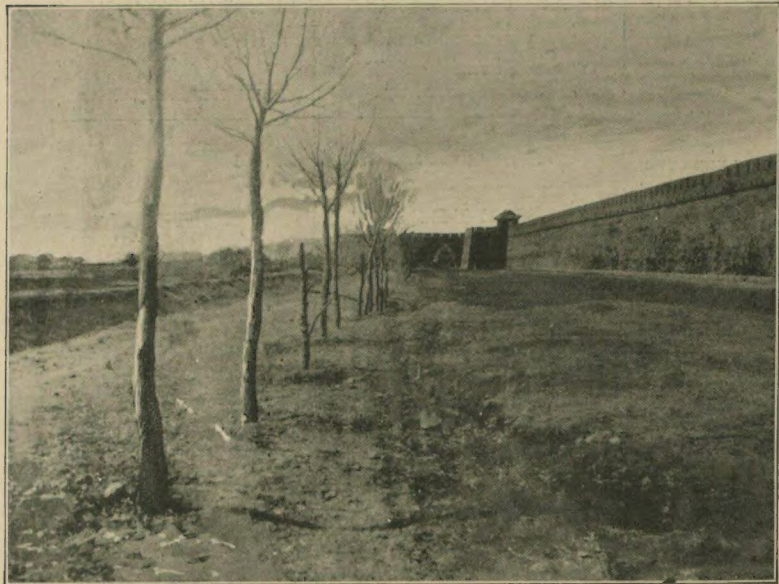
Write for Illustrated Pamphlet to TEGNER, PRICE & CO., 107, Fenchurch Street, E.C.

EUROPEAN VISITORS TO THE

THE WORLD'S NEWS.

THE KING
AT ALDERSHOT.

King Edward, who is a thorough believer in the uses of the motor-car, employed his favourite vehicle on May 9 in following the operations of the First Army Corps at Aldershot. At



THE FIRST POINT OF THE SECOND GREAT JAPANESE LANDING: KINCHAU.
Kinchau, which lies on the west of the Liao-tung Peninsula, is one of the keys to the investment of Port Arthur. Ten thousand men were landed there on May 5.

Farnborough Station his Majesty was met by Lieutenant-General Sir John French, and thereupon he drove to Cove on his motor-car, preceded by officers on motor-cycles bearing small royal standards. At Cove the royal party, which included the Duke of Connaught, fell in with the First Army Corps Headquarters Staff; and, taking up a position on Long Hill, the King watched a splendid cavalry charge under Major-General Scobell. It was understood that a force, defeated near Wokingham, was retiring south, and that a pursuing force was endeavouring to seize the canal-bridges. A feint attack was made on Reading Road and Pondtail bridges while the main attack was developed on Norris Bridge, the attacking force being supported by six field batteries. Meanwhile the engineers threw two pontoon bridges over the canal. Towards the end of the manoeuvres the King moved to Caesar's Camp, where he watched the final storming of the heights, which was carried out in splendid style. At the close of the movements his Majesty and the Duke of Connaught, with the suite and the general officers, lunched in a marquee on the hilltop, and conferred regarding the operations. Early in the evening the King returned to town.

ROYALTY
AND WORKMEN'S
DWELLINGS.

The new buildings erected by the City Council in Page Street, Westminster, were inspected on May 9 by the Prince and Princess of Wales, who share the King's interest in the housing problem. A year ago the Prince laid the foundation-stone of the block. Their Royal Highnesses were received by the Mayor of Westminster, Mr. Walter Emden, who conducted the royal party through the tenements. The Prince and Princess paid quite a

THE LATE
SIR H. M. STANLEY.

Sir Henry Morton Stanley, who died on May 10, was essentially an explorer of the aggressive type, and his exploits in "Darkest Africa"—appealing as they did to the imagination of the public—gained him even greater reputation, not than his work deserved, but certainly than such work usually receives. Sir Henry did not travel as a missionary of peace; he relied rather on an indomitable will in conjunction with armed force than upon that tact and patience that has been so valuable an asset to other explorers. His childhood was hard. Born at Denbigh in 1841, he was received at St. Asaph Workhouse as a child under the name of John Rowlands, and from there went as cabin boy on a sailing-vessel to New Orleans. There he was employed by a merchant named Henry Morton Stanley, who adopted him, educated him, and gave him his name. His luck, however, did not remain with him. His bene-

factor died, leaving him still a youth, and he was compelled to sell newspapers for a livelihood. On the outbreak of the Civil War, his adventurous career may be



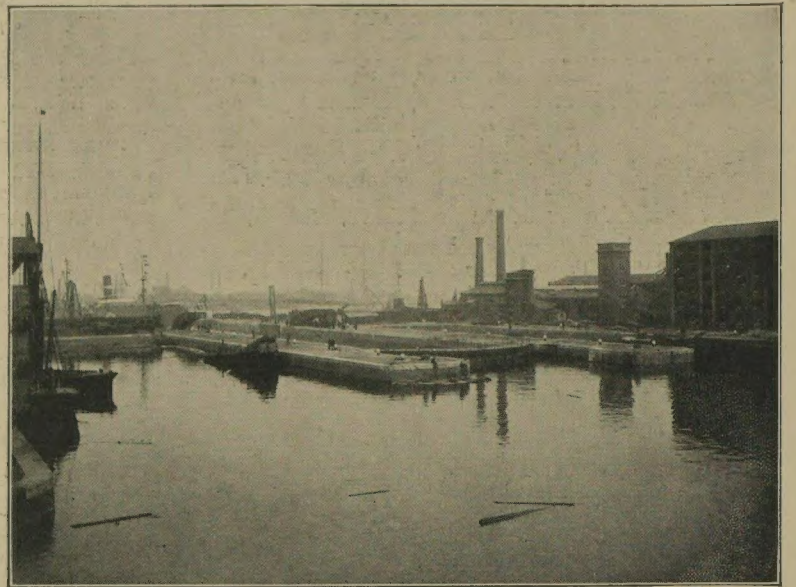
AN AMBULANCE-DOG FOR MANCHURIA.
The dog, which has been specially trained by Major Richardson for the work of finding the wounded and carrying cordials, will be employed, with others, by the Russians during the present campaign.

said to have begun in earnest. Throwing in his lot with the Confederates, he was captured by the Federals and compelled to work aboard one of their war-ships. From this he escaped, and devoted his

abundant energies to writing for the newspapers. He thus began a connection with the *New York Herald* which led first to his appointment as special correspondent with the United States forces in the Indian Territories, as "special" with the British Expedition in Magdala, and then to an overland journey to the Black Sea, through Persia into India. His next commission was to make his name. Livingstone was supposed to be lost in the southern interior of Africa, and the proprietor of the *Herald* decided to send a party in search of him. Stanley was chosen to lead it, and left Zanzibar

early in 1871. The result of his quest, his discovery of the explorer, and his explorations round Lake Tanganyika, are matters of history. Two years later he went with Sir Garnet Wolseley to Kumasi, and

three years later still headed an expedition to carry on the geographical work begun by Livingstone in the Lake Region. This was destined to enhance his already considerable reputation; and the story of his adventurous march, during which he had to meet the hostility of many tribes and undergo many hardships, afterwards engrossed public attention to an extraordinary degree. At this period he visited the Victoria Nyanza,



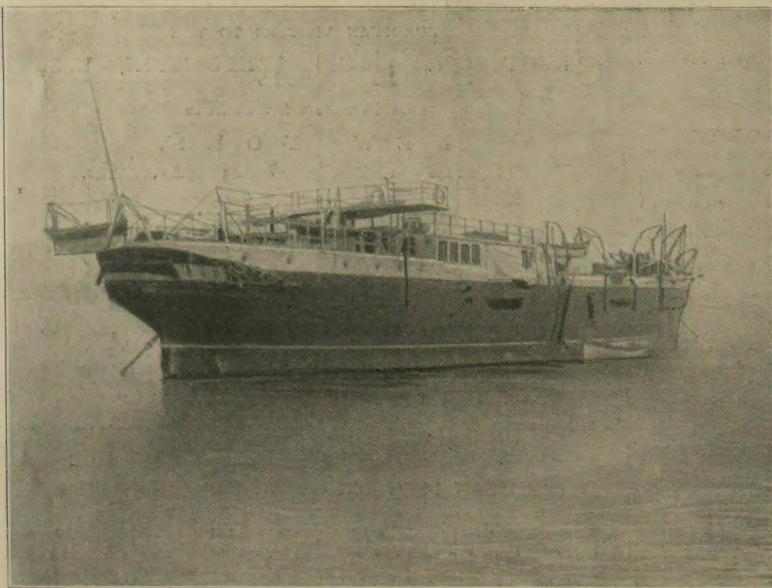
THE NEW DOCK AT ROTHERHITHE.

The dock occupies the site of the Howland Dock, the first public wet dock in the United Kingdom. It forms part of the Surrey Commercial Dock System.

then scarcely known, and demonstrated the fact that the great river discovered by Livingstone and believed by him to be the Nile, was in reality the Congo. To this expedition the Congo Free State owes its being. In 1879 Stanley was commissioned to open the Congo region to civilisation and to the commerce which civilisation brings: before he left it in 1885 roads had been built past the Yellala and Livingstone Cataracts, six thousand odd miles of waterway had been rendered navigable, and over a million square miles of territory opened to commerce. His last great expedition—the relief of Emin Pasha—was carried out in spite of almost incredible difficulties and a considerable loss of life, with the daring and persistence of which he had already given evidence; and on the explorer's return to England in 1890 he was feted alike by the Sovereign, the learned and civic bodies, and the people. Shortly after this he married Miss Dorothy Tennant. Naturalised in 1892, he was elected to the House of Commons, but his political career was uneventful.

THE KAISER'S
ELOQUENCE.

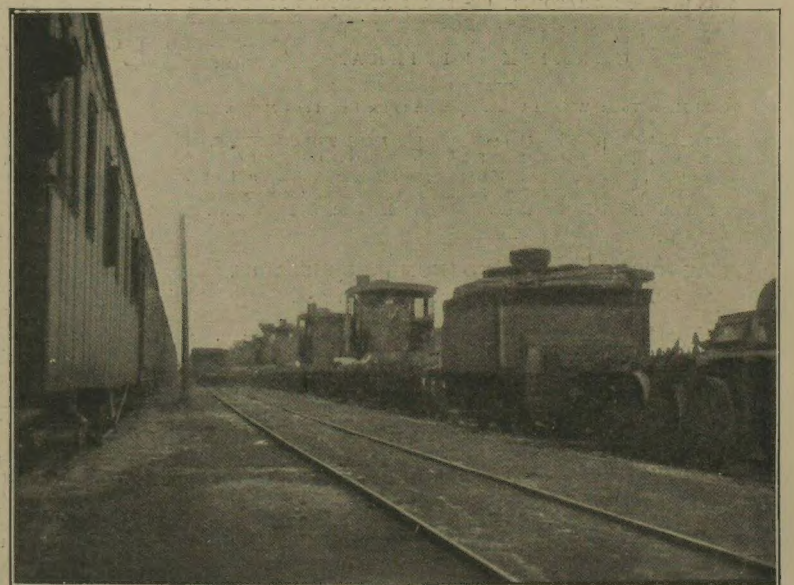
The *Spectator*, in its excellent article on the German Emperor, is probably right in its explanation of his recent speeches. Twice has he used language which, if strictly construed, can only mean a menace to France. He thought it necessary to remind his hearers at Karlsruhe of the glories of Wörth and Sedan, and subsequently he hinted that a new bridge over the Rhine might be wanted for "more serious traffic" than market-carts. A few years ago this sort of thing would have caused a great commotion in the length and breadth of France. To-day it is regarded with mild curiosity. The French wonder what the Kaiser



LONDON'S NAVAL VOLUNTEERS: THE TRAINING-SHIP "BUZZARD,"
ANCHORED IN THE THAMES.

The "Buzzard," a composite sloop, of 1,400 tons, now lies between Blackfriars and the Temple. She will form the floating drill-hall for the sailor City man.

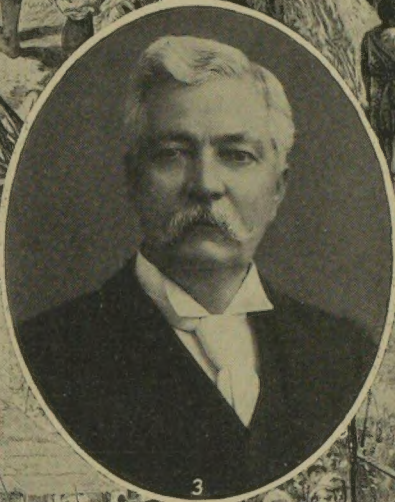
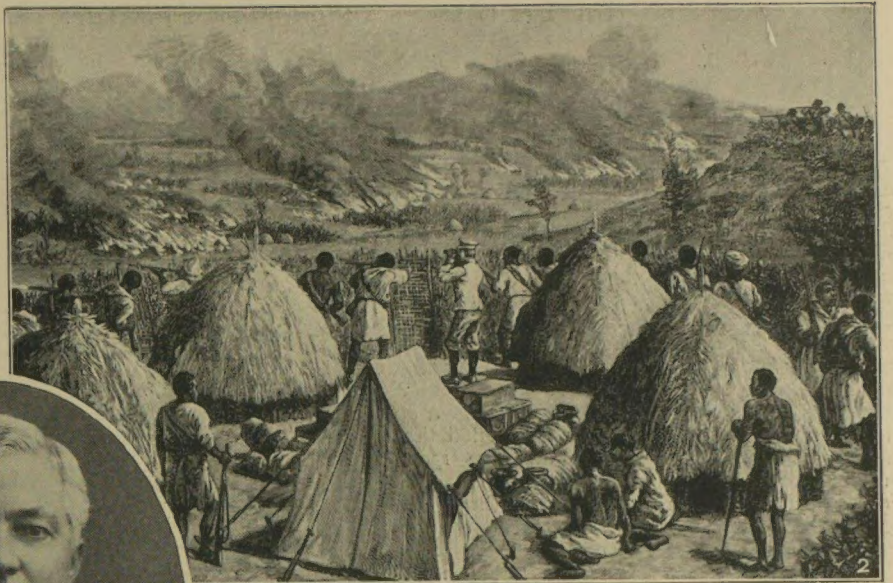
lengthy visit to one of the flats, and conversed with the tenant and his wife about their domestic arrangements. Art, as well as utility, has been considered in the design of these dwellings.



RESERVE POWER ON THE TRANS-SIBERIAN RAILWAY:
SPARE ENGINES AT IRKUTSK.

The above reproduction is from a photograph by Mr. George Rogers, the war correspondent of the Charles Urban Trading Company, Limited, London.

means, but do not trouble their heads very seriously about it. As the *Spectator* suggests, it means no more in all likelihood than a desire on the Kaiser's part to raise the drooping spirits of his people. They are



1. STANLEY AND HIS RETINUE IN AFRICA, 1872.

4. THE FINDING OF LIVINGSTONE: THE CONTEMPORARY "ILLUSTRATED LONDON NEWS" PICTURE, ENDORSED BY STANLEY "AS CORRECT AS IF PHOTOGRAPHED."

3. SIR HENRY M. STANLEY.
Photo. Bassano.

2. STANLEY'S WARFARE WITH UNFRIENDLY TRIBES: BURNING VILLAGES IN MAJAMBONI'S COUNTRY, DECEMBER 11, 1887.

5. STANLEY FINDING EMIN PASHA AT KAVALLI, ON THE ALBERT NYANZA, APRIL 29, 1888.

THE LATE SIR H. M. STANLEY, AND INCIDENTS OF HIS CAREER.



ROYAL PATRONAGE OF BRITISH TEXTILE INDUSTRIES: THE PRINCE AND PRINCESS OF WALES OPENING THE BRADFORD EXHIBITION, MAY 4.

DRAWN BY A. FORESTIER FROM A SKETCH BY ERNEST FORBES HOLGATE, OUR SPECIAL ARTIST AT BRADFORD.

The Mayoress presented the Princess with a gold master-key to the buildings, and her Royal Highness declared the Exhibition open. The ceremonies included the unveiling of a statue of Queen Victoria.

astonished to see so many diplomatic changes in Europe without their permission. Germany, in fine, is completely "out of it." France has made friends with England, and Italy with France, and what Germany may think does not count. So the Kaiser lets go a little rhetoric as a bracing tonic to his subjects. Let us hope they will feel braced. It does not really matter.

FURTHER FIGHTING IN TIBET

The Lama's followers again occupied a wall which stretched across the pass, and on the right and left flanks they had built sangars from which they could harass the expedition with a cross-fire. On the left Major Row led a company of the 8th Gurkhas, and Colonel Brander, who commanded, had in his centre Maxims and 7-pounder guns, and on the right flank a company of the 32nd Sikhs. Snow and mist impeded the operations. This small force had to dislodge 1500 of the enemy, and after six hours' fighting the object was accomplished. Captain Bethune and three men were killed and several wounded. The enemy's losses were estimated at 200. The Grand Lama sits tight at Lhasa, and bids the rest keep fighting. This suggests that to Lhasa the Mission will have to go, and interview the Grand Lama under conditions not exactly suitable to his comfort. But what will happen if he still refuse to be sociable? The Mission cannot stay at Lhasa for ever. Nor can it withdraw without having effected anything. Annexation is not to be thought of. It would be an



Photo. Russell.
THE LATE CAPTAIN BETHUNE,
KILLED IN TIBET.

extreme step to deport the refractory Lama, and leave the Tibetans to set up another. But the successor might be just as bad. The government of Tibet is an ecclesiastical despotism, and that is the most incorrigible kind of despotism. As events have turned out, Russia is not in a position to exercise much influence in Tibet or anywhere else, and the Indian Government might have spared itself all this trouble. But as the trouble has begun, what is to be the end?

THE HERRERO RISING.

The German Emperor has appointed Lieutenant-General von Trotha to the chief command of the troops now operating against the Herreros in German South-West Africa. Colonel Leutwein, the Governor of the colony, is henceforward to devote himself entirely to administrative business, which has, of necessity, been greatly neglected since the outbreak of the rebellion. Lieutenant-General von Trotha, who is fifty-five, distinguished himself in the wars against Austria and France, and was for several years Deputy-Governor of East Africa.

ST. LOUIS.

One thing is certain about the St. Louis Exhibition. It is a much bigger affair than anything of the kind ever seen before in America. This will be gall and wormwood to Chicago, whose World's Fair is already eclipsed. There is an old rivalry between the two cities. The amenities of their journals supply half the newspaper fun of the United States. For many years it was the favourite jest of Chicago that the shoe of a St. Louis girl would make a respectable boat. Or was that the St. Louis gibe at the Chicago girl? Anyhow, it was a libel on either or both. Feet are not of abnormal dimensions out West, but hearts are big, as foreign visitors to St. Louis will find to their comfort. Americans like to do everything on the largest possible scale, but nothing is so prodigious as their hospitality. That is always the most remarkable exhibit in their remarkable country. It makes the visitor think that when he goes home, he will go home to a poor, stingy world.



THE JAPANESE HERO OF
PORT ARTHUR:
THE LATE COMMANDER HIROSE.

We have received from Mr. Melton Prior a drawing of the naval honours paid at Tokio to the remains of Commander Hirose, who met so heroic a death during the second attack on Port Arthur. Hirose was in charge of one of the fire-ships which were intended to be sunk at the harbour mouth. When off Golden Hill, the Commander ordered the explosives in the hold of the vessel to be fired, and on the fuse being ignited the crew of the vessel took to the boats. No explosion occurred, and a subordinate officer went below to investigate. At this moment one of the enemy's torpedoes struck the steamer, which began to sink. Commander Hirose immediately returned to the doomed craft and searched in vain for his comrade. At the last moment, when the water had reached the deck, he took his place in the boat, and as his men were rowing away the Russians directed a terrible fire on the party. Hirose was struck by a shell and blown to pieces. All that remained of him was reverently brought home and was accorded full naval honours at Tokio. There is no doubt that had he not delayed his retreat he would have escaped.

essentially "national," necessarily lose in translation, but a fair proportion of them have been rendered into English, and have become familiar to many in this country.

OUR PORTRAITS.

In Maurus Jókai, who died at Budapest on May 5, Hungary lost the most popular and the most prolific of her novelists. Jókai has been called the Scott of Hungary, and with a good deal more than is usual days of enthusiasm thing that is because it is doubtfully he Scott's expression; e q u a l least as keen country as Scottish had for his. this love of fined to the pen: the weapon also him; and, Kossuth in 1849, he narrowly escaped being shot as a rebel, and lived in compulsory retirement until constitutional government was reinstated in Hungary in 1867, when he entered Parliament, and, as debater and editor of the *Hon*, again took active part in matters political. Previous to this, his literary work had been chiefly journalistic, but he now devoted himself to the production of those novels, tales, and dramas which earned him so wide a recognition, and yielded such ample proof of his fecundity. Many of his works, instinct with Hungarian atmosphere and action, and



THE LATE MAURUS JÓKAI,
DISTINGUISHED HUNGARIAN NOVELIST
AND PATRIOT.

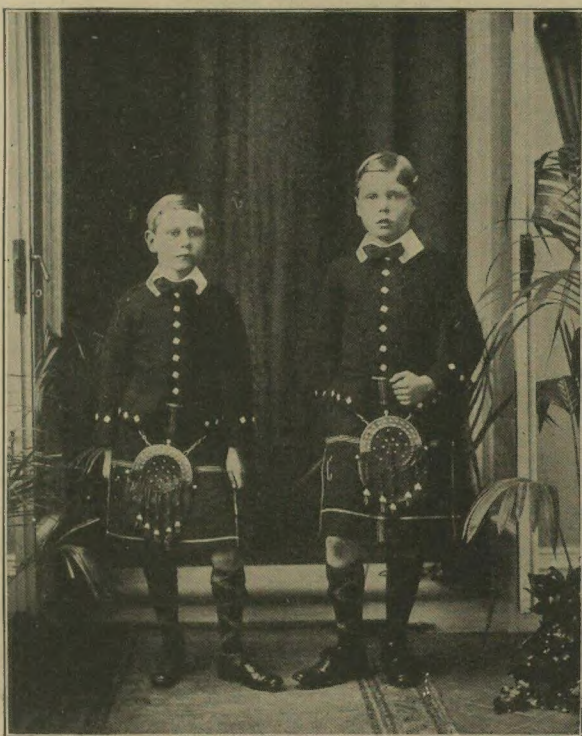


Photo. Grainer.
THE LATE PROFESSOR
VON LENBACH,
THE MOST EMINENT OF GERMAN
PORTRAIT-PAINTERS.

Professor Franz von Lenbach, who died on May 6, was one of Germany's greatest portrait-painters; indeed, in the estimate of many, the greatest. Born in 1836, one of the seventeen children of a poor master-mason in Old Bavaria, he first learned his father's trade; but later, thanks to the generous self-denial of his parents, was enabled to study architecture at Augsburg. The commendation of the painters Hofner and Professor Geyer determined his career, and he began his study of painting. At Munich he sold sufficient work to enable him to visit the Mecca of artists, and on his return from Rome he accepted a position at School of C o u n t him to Italy, Spain, in might make works of Giorgione, other mas-1870 he gave his time to painting. were as they were quished, and Bismarck, William I., Moltke, Dollinger, Leo XIII. The personality of the Iron Chancellor, of whom he was an intimate friend, fascinated him, and his portraits of him are innumerable.

Mr. Frederick York Powell, Regius Professor of Modern History in the University of Oxford, who died on May 8 at the age of fifty-four, succeeded Froude in 1894, but, unlike his immediate predecessor, or Freeman or Stubbs or Goldwin Smith, contributed little of his learning to the world through the medium of books. In

this he disappointed the hopes of many friends, avowing it his mission to encourage younger men rather than himself undertake any monumental work. Mr. York Powell was the only son of the late Mr. F. Powell, and was educated at Rugby and at Oxford. In 1872, a member of Christ Church, he was placed in the first class in the old school of Law and Modern History. Afterwards he was successively law lecturer, tutor, and student of Christ Church, Fellow of Oriel, delegate of the Clarendon Press, and curator of the Taylorian Institution. He accepted the chair of Modern History at Oxford in 1894. His publications include "Epochs of English History," "Alfred the Great," "William the Conqueror," and "Early England to the Norman Conquest," and contributions on his particular subject to the "Encyclopædia Britannica" and various journals.

Captain Hector Bethune, of the 32nd Punjab Pioneers, killed in the recent fighting in Tibet, was thirty-four years of age, entered the Army in January 1889 as a Second Lieutenant in the East Lancashire Regiment, and passed into the Indian Staff Corps in 1892. He was mentioned in dispatches for his services with the relief force from Gilgit and at the engagement at Nisa Ghol during the Chitral Campaign of 1895. Since 1900 he had been Captain in the Staff Corps.

The Rev. John Wilson, new President of the Baptist Union, is pastor of the third largest church in the denomination, and vacates the Vice-Presidency in order to take up the higher position. Mr. Wilson, who was born at Craichie, some eight miles from "Thurms," is the son of a farmer, and was first educated at the parish school. Soon after he was sixteen he began open-air preaching, and became a colporteur of the Colportage Association of Scotland. His parents were members of the Presbyterian Church, but he himself elected to throw in his lot with the Free Church. Then, when between eighteen and nineteen, he joined the Baptists, for whom he has worked strenuously ever since. In October 1874 he entered the Pastors' College, and three years later accepted the call to the Tabernacle at Woolwich, where he now is.



Photo. Haines.
THE REV. JOHN WILSON,
NEW PRESIDENT OF THE
BAPTIST UNION.

During the opening week, the most brilliant social evening was Thursday, when the King and Queen made their first appearance on their return from Ireland. "Róméo et Juliette" was given, the lovers being Miss Suzanne Adams and M. Saléza. M. Journet was the Friar, M. Gilibert an attractive Capulet, and M. Seveilhac the Mercutio. Friday evening was noted for the remarkable performance of Fraulein Ternina as Elisabeth in "Tannhäuser." The orchestra really surpassed itself under Dr. Richter; and the opera was given without any cut. Herr Burrian made a conscientious and very average Tannhäuser.

"BRIDE AND BRIDEGROOM," AT THE NEW THEATRE.

The extraordinary uproar which followed the first performance of Mr. Arthur Law's new comedy, "Bride and Bridegroom," at the New Theatre last week—a *mauvais quart d'heure* during which Sir Charles Wyndham faced certain gallery malcontents who objected to any post-curtain speech—was the more regrettable because it seemed so entirely out of proportion with the poor little play which was its ostensible cause. Mr. Law does even London playgoers injustice if he imagines they are so wedded to the sentimental and the trivial in drama as to accept gossamer stuff like his story of a young married couple's tiff as in the most superficial sense a presentment of life. It is not merely that his theme is too thin—Mrs. Craigie in "The Wisdom of the Wise" could make little of just such a notion of a newly wedded pair's misunderstanding being accentuated by the mundane counsel of meddling friends. But Mr. Law puts no vitality into his characters, no incident into his play. Still, we are allowed compensations. There is a delightful passage in which a frivolous dame, impersonated inimitably, of course, by Miss Mary Moore, gets round an old husband. There is a droll scene in which Mr. Bishop, our stage-admiral *par excellence*, explodes in a fit of marital jealousy; and, again, Miss Sibyl Carlisle has many pretty moments as the pathetic little bride.

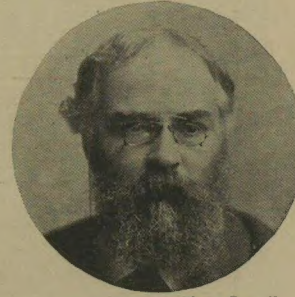


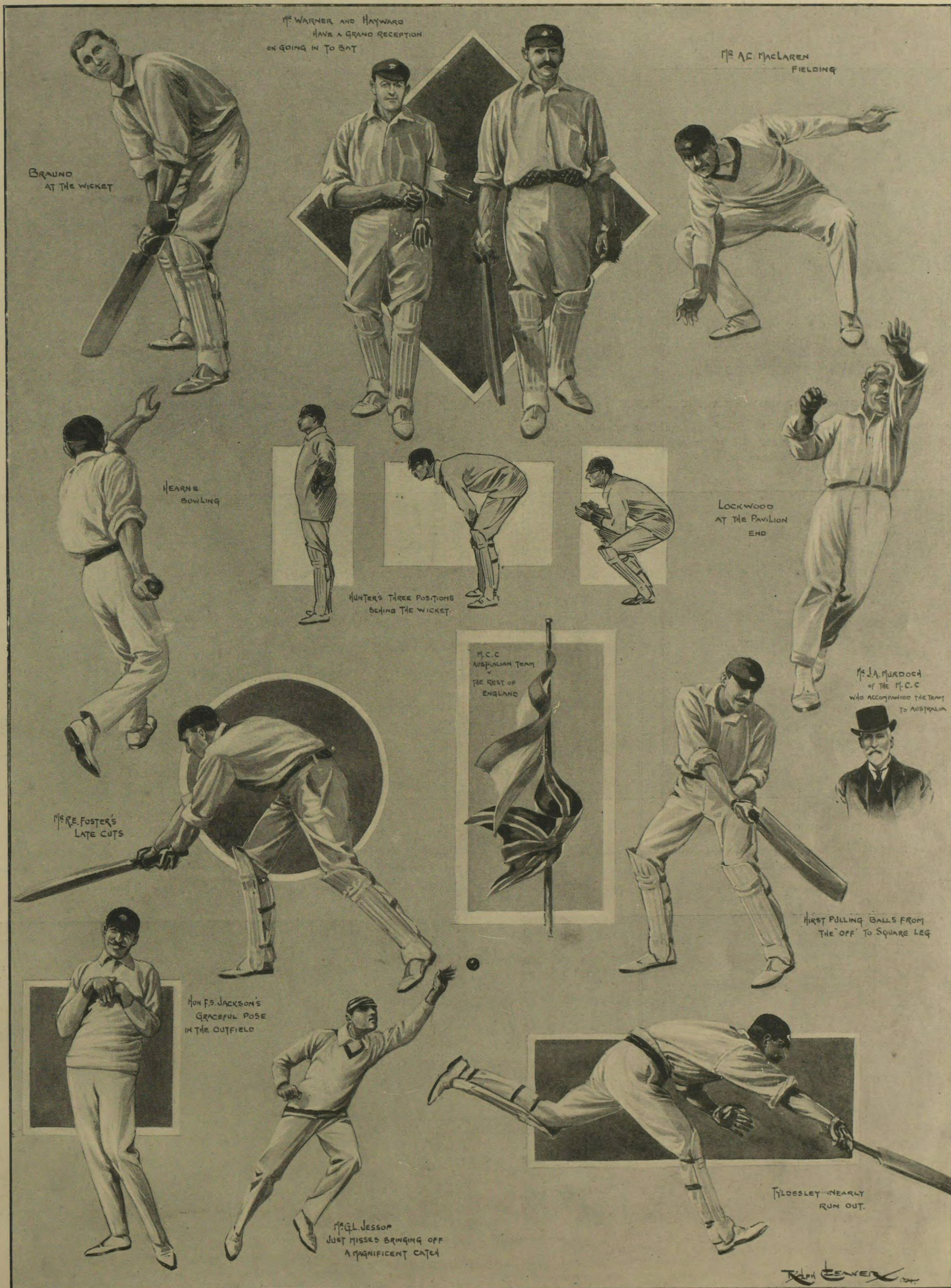
Photo. Russell.
THE LATE PROFESSOR
YORK POWELL,
HISTORIAN.

"THE WHEAT KING," AT THE AVENUE.

It is pleasant to see so comparatively unconventional a play as "The Wheat King" succeeding sufficiently to justify Mr. Murray Carson in transferring it to the Avenue Theatre now that he has concluded his short season at the Apollo. This drama of financial life and speculative mania, lean as it seems when compared with the richly detailed novel of Frank Norris's, from which it is derived, is heartily welcome because it concerns itself with some other human interest than the eternal business of love; and it contains in its third act scenes of such emotional intensity as should satisfy the most exacting of sensation-mongers.

MR. WARNER'S VICTORS IN AUSTRALIA v. THE REST OF ENGLAND, AT LORD'S.

SKETCHES BY RALPH CLEAVER.

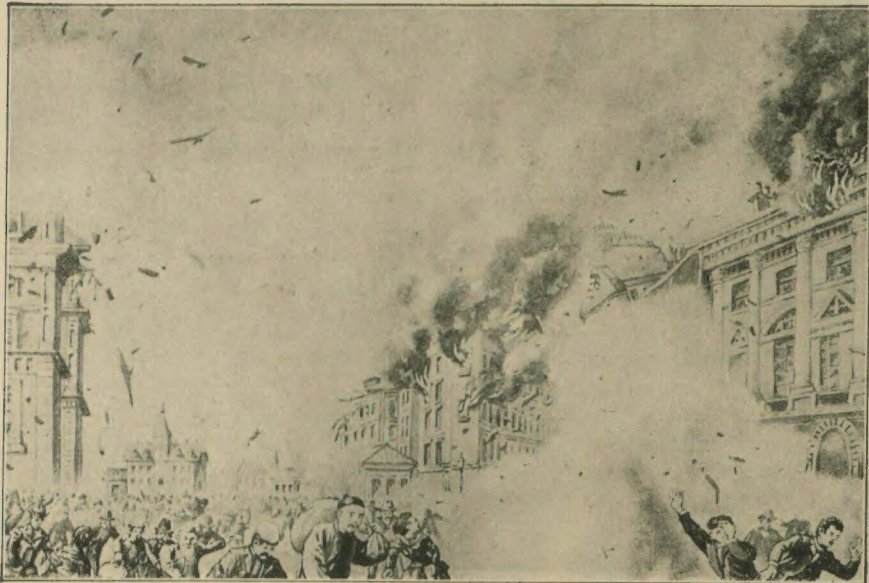


PLAY AND PLAYERS AT LORD'S.

The match between the rescuers of "the Ashes of English Cricket" and the Rest of England began on May 9. Play was impossible on the second day, owing to the wet weather. The first day's score stood—First innings: Mr. Warner's Team, 300; Rest of England, 27 for two wickets.

METHODS OF WAR ILLUSTRATION IN THE JAPANESE NEWSPAPERS.

REPRODUCED FROM "THE JAPANESE GRAPHIC" AND ANOTHER JAPANESE MAGAZINE.



THE BOMBARDMENT OF PORT ARTHUR, MARCH 10.

JAPANESE DESCRIPTION: "At the battle on the 10th of march, our fleet attacked Port Arthur; among these shells which fired from our ship fall on the new Russian city and that a fire broke out in the town."



EFFECTS OF THE BOMBARDMENT OF PORT ARTHUR.

JAPANESE DESCRIPTION: "Port Arthur under heavy fire."



AN INCIDENT OF THE FIGHTING IN KOREA.

JAPANESE DESCRIPTION: "The skirmish between Japanese and Russian scouts in front of the Shichisei Gate."



DESTRUCTION OF GUNS AT PORT ARTHUR.

JAPANESE DESCRIPTION: "Destruction of forts at Port Arthur. Our bombardment on the 10th of march, made a great destructions on two or three fortress guns which they were depended upon."



COMMANDER HIROSE'S GALLANTRY.

JAPANESE DESCRIPTION: "Among all the blockaders commander Hirose who commanded the Hokokumaru was most succesfull. When he transfered to a small boat he reminded that he left his sword in the cabin, again he hurried to the cabin to get it. This is one of the most during action in spite of heavy shells poured upon his boat like hail."



AN INCIDENT OF THE BATTLE BETWEEN THE JAPANESE FLEET AND THE RUSSIAN VESSELS "VARIAG" AND "KORIETZ" AT CHEMULPO.

JAPANESE DESCRIPTION: "The Asama against Russian war ships off Chemulpo."



CHAPTER XXXIX.

"JOHN DARBY."

Although it was snowing hard, it was not a dark night. There was a half-moon hidden behind those thin fleecy clouds which carry the snow across the North Sea and cast it noiselessly upon the low-lying coast, from Thanet to the Wash, which knows less rain and more snow than any in England.

A gale of wind was blowing from the north-east; not in itself a wild gale, but at short intervals a fresh burst of wind brought with it a thicker fall of snow, and during these squalls the force of the storm was terrific. A man who had waited on the far shore of the river for a quiet interval had at last made his way to the Farlingford side. He moored his boat and stumbled heavily up the steps.

There was no one on the quay. The street was deserted, but the lights within the cottages glowed warmly through red blinds here and there. The majority of windows were, however, secured with a shutter screwed tight from within. The man trotted steadily up the street. He had an unmistakable air of discipline. It was only six o'clock, but night had closed in three hours ago. The coastguard looked neither to one side nor the other, but ran on at the pace of one who had run far and knows that he cannot afford to lose his breath; for his night's work was only begun.

The coastguard station stands on the left-hand side of the street—a long, low house in a bare garden. In answer to the loud summons, a red-faced little man opened the door and let out into the night a smell of bloaters and tea—the smell that pervades all Farlingford at six o'clock in the evening.

"Something on the Inner Curlo Bank," shouted the coastguard in his face, and turning on his heel, he ran with the same slow, organised haste, leaving the red-faced man finishing a mouthful on the mat.

The next place of call was at River Andrew's, the little low cottage with rounded corners below the church.

"Come out o' that," said the coastguard, with a contemptuous glance of snow-rimmed eyes at River Andrew's comfortable tea-table. "Ring yer bell. Something on the Inner Curlo Bank."

River Andrew had never hurried in his life, and, like all his fellows, he looked upon coastguards as amateurs' mindful, as all amateurs are, of their clothes.

"A'm now going," he answered, rising laboriously from his chair. The coastguard glanced at his feet, clad in the bright green carpet slippers dear to seafaring men. Then he turned to the side of the mantelpiece and took the church keys from the nail. For everybody knows, where everybody else keeps his keys in Farlingford. He forgot to shut the door behind him, and River Andrew, pessimistically getting into his sea-boots, swore at his retreating back.

"Likely as not he'll getten howld o' the wrong roup," he muttered, though he knew that every boy in the village could point out the rope of 'John Darby' as that which had a piece of faded scarlet flannel twisted through the strands.

In a few minutes the man who hastened slowly gave the call which every man in Farlingford answered with an emotionless mechanical promptitude. From each fireside some tired worker reached out his hand towards his most precious possession—his sea-boots—as his forefathers had done before him for two hundred years at the sound of "John Darby." The women crammed into the pockets of the men's

The Last Hope.

By HENRY SETON MERRIMAN.

Illustrated by A. FORESTIER.

stiff oilskins a piece of bread and a half-filled bottle, knowing that, as often as not, their husbands must pass the night and half the

next day on the beach or out at sea should the weather permit a launch through the surf.

There was no need of excitement or even of comment. Did not "John Darby" call them from their firesides or their beds a dozen times every winter to scramble out across the shingle? Generally, there was nothing to be done but drag the dead bodies from the surf; but sometimes the dead revived—some fair-haired, mystic foreigner from the Northern seas, who came to and said "Tank you," and nothing else. And next day, rigged out in dry clothes and dispatched towards Ipswich on the carrier's cart, he would shake hands awkwardly with any standing near and bob his head and say "Tank you" again, and go away monosyllabic, mystic, never to be heard of more. But the ocean, as it is called at Farlingford, seemed to have an inexhaustible supply of such Titans to throw up on the rattling shingle winter after winter. And, after all, they were sea-faring men, and therefore brothers. Farlingford turned out to a man, each seeking to be first across the river every time "John Darby" called them, as if he had never called them before.

To-night none paused to finish the meal, and many a cup raised half-way was set down again untasted. It is so easy to be too late.

Already the flicker of lanterns on the sea-wall showed that the Rectory was astir. For Septimus Marvin, vaguely recalling some schoolboy instinct of fair play, knew the place of the gentleman and the man of education among humbler men in moments of danger and hardship, which should assuredly never be at the back.

"Yonder's parson," someone muttered. "His head is clear enow, I'll warrant, when he hears 'John Darby.'"

"'Tis only on Sundays, when John rings slow, 'tis misty," answered a sharp-voiced woman with a laugh. For half of Farlingford was already at the quay, and three or four boats were bumping and splashing against the steps. The tide was racing out, and the wind, whizzing slantwise across it, pushed it against the wooden piles of the quay, making them throb and tremble.

"Not less'n four to the oars," shouted a gruff voice at the foot of the steps, where the salt water, splashing on the snow, had laid bare the green and slimy moss. Two or three volunteers stumbled down the steps, and the first boat got away, swinging down stream at once, only to be brought slowly back, head to wind. She hung motionless a few yards from the quay, each dip of the oars stirring the water into a whirl of phosphorescence, and then forged slowly ahead.

Septimus Marvin was not alone, but was accompanied by a bulky man, not unknown in Farlingford—John Turner of Ipswich, understood to live "foreign," but to return, after the manner of East Anglians, when occasion offered. The Rector was in oilskins and sou'-wester, like anyone else; and the gleam of his spectacles under the snowy brim of his headgear seemed to strike

no one as incongruous. His pockets bulged with bottles and bandages. Under his arm he carried a couple of blanket horse-cloths, useful for carrying the injured or the dead.

"The Curlo—the Inner Curlo—yes, yes," he shouted in response to information volunteered on all sides. "Poor fellows! The Inner Curlo, dear, dear!"

And he groped his way down the steps into the first boat he saw with a simple haste. John Turner followed him. He had tied a silk handkerchief over his soft-felt hat and under his chin.

"No, no," he said, as Septimus Marvin made room for him on the after-thwart. "I'm too heavy for a passenger. Put my weight on to an oar"; and he clambered forward to a vacant thwart.

"Mind you come back for us, River Andrew!" cried little Sep's thin voice as the boat swirled down stream. His wavering bull's-eye lantern followed it, and showed River Andrew and another pulling stroke to John Turner's bow; for the banker had been a famous oar on the Orwell in his boyhood. Then with a smack like a box on the ear another snow-squall swept in from the sea and forced all on the quay to turn their backs and crouch. Many went back to their homes, knowing that nothing could be known for some hours. Others crouched on the landward side of an old coalshed, peeping round the corner.

Miriam and Sep and a few others waited on the quay until River Andrew or another should return. It was an understood thing that the helpers, such as could man a boat or carry a drowned man, should go first. In a few minutes the squall was past, and by the light of the moon, now thinly covered by clouds, the black forms of the first to reach the other shore could be seen straggling across the marsh towards the great shingle-bank that lies between the river and the sea. Two boats were moored at the far side, another was just making the jetty, while a fourth was returning towards the quay. It was River Andrew, faithful to his own element, who preferred to be first here rather than obey orders on the open beach.

There were several ready to lend a helping hand against tide and wind, and Miriam and Sep were soon struggling across the shingle in the footsteps of those who had gone before. The north-east wind seared their faces like a hot iron, but the snow had ceased falling. As they reached the summit of the shingle-bank they could see in front of them the black line of the sea, and on the beach, where the white of the snow and the white of the roaring surf merged together, a group of men.

One or two stragglers had left this group to search the beach north or south, but it was known from a long and grim experience that anything floating in from the tail of the Inner Curlo Bank must reach the shore at one particular point. A few lanterns twinkled here and there, but near the group of watchers a bonfire of wreckage and tarry fragments and old rope brought hither for the purpose had been kindled.

Two boats hauled out of reach of a spring-tide were being leisurely prepared for launching. There was no hurry; for it had been decided by the older men that no boat could be put to sea through the surf then rolling in. At the turn of the tide, in two hours' time, something might be done.

"Us cannot see anything," a bystander said to Miriam. "It is just there where I am pointing. Sea Andrew saw something a while back—says it looked like a schooner."

The man stood pointing out to sea to the southward. He carried an unlighted torch—a flare roughly made of tarred rope bound round a stick. At times one or another would ignite his flare and go down the beach holding it above his head, while he stood knee deep in the churning foam to peer out to sea. He would presently return without comment to beat out his flare against his foot, and take his place among the silent watchers. No one spoke, but if any turned his head sharply to one side or other, all the rest wheeled like one man in the same direction, and after staring at the tumbled sea would turn reproachful glances on the false alarmist.

Suddenly, after a long wait, four men rushed without a word into the surf; their silent fury suggesting oddly the rush of hounds upon a fox. They had simultaneously caught sight of something dark half sunk in the shallow water. In a moment they were struggling up the shingle slope towards the fire, carrying a heavy weight. They laid their burden by the fire, where the snow had melted away; and it was a man. He was in oilskins, and someone cut the tape that tied his sou'-wester. His face was covered with blood.

"'Tis warm," said the man who had cut away the oilskin cap, and with his hand he wiped the blood away from the eyes and mouth. Someone in the background drew a cork with his teeth, and a bottle was handed down to those kneeling on the ground.

Suddenly the man sat up and coughed. "Shipmets," he said with a splutter, and lay down again.

Someone held the bottle to his lips and wiped the blood away from his face again.

"My God!" shouted a bystander gruffly. "'Tis William Brooke, of the Cottages."

"Yes. 'Tis me," said the man, sitting up again. "Not that arm, mate; don't ye touch it. 'Tis bruk. Yes; 'tis me. And *The Last Hope* is on the tail of the Inner Curlo—and the spar that knocked me overboard fell on the old man, and must have half killed him. But Loo Barebone's aboard."

He rose to his knees with one arm hanging straight and piteous from his shoulder, then slowly to his feet. He stood wavering for a moment, and wiped his mouth with the back of his hand and spluttered. Then, looking straight in front of him with that strange air of a whipped dog which humble men wear when the hand of Heaven is upon them, he staggered up the beach towards the river and Farlingford.

"Where are ye goin'?" someone asked.

"Over to mine," was the reply. "A'm going to my old woman, shipmets."

And he staggered away in the darkness.

CHAPTER XL.

FARLINGFORD ONCE MORE.

After a hurried consultation, Septimus Marvin was deputed to follow the injured man and take him home, seeing that he had as yet but half recovered his senses. This good Samaritan had scarcely disappeared when a shout from the beach drew the attention of all in another direction.

One of the outposts was running towards the fire, waving his lantern and shouting incoherently. It was a coastguard.

"Comin' ashore in their own boat!" he cried. "They're coming in in their own boat!"

"There she rides—there she rides!" added Sea Andrew almost immediately, and he pointed to the south.

Quite close in, just outside the line of breakers, a black shadow was rising and falling on the water. It seemed to make scarcely any way at all, and each sea that curled underneath the boat and roared towards the beach was a new danger.

"They're going to run her in here," said Sea Andrew. "There's more left on board; that's what that means, and they're goin' back for 'em. If 'twasn't so they'd run anywhere and let her break."

For one sailor will always tell what another is about, however great the distance intervening.

Slowly the boat came on, rolling tremendously on the curve of the breakers between the broken water of the tideway and the spume of the surf.

"That's Loo at the hellum," said Sea Andrew, the keenest eyes in Farlingford.

And suddenly Miriam swayed sideways against John Turner, who was perhaps watching her, for he gripped her arm and stood firm. No one spoke. The watchers on the beach stared open-mouthed, making unconscious grimaces as the boat rose and fell. All had been ready for some minutes; every preparation made according to the time-honoured use of these coasts—four men with life-lines round them standing knee-deep waiting to dash in deeper; others behind them grouped in two files, some holding the slack of the life-lines, forming a double rank from the shore to the fire, giving the steersman his course. There was no need to wave a torch or shout an order. They were Farlingford men on the shore and Farlingford men in the boat.

At last, after breathless moments of suspense, the boat turned, and came spinning in on the top of a breaker, with the useless oars sticking out like the legs of some huge insect asplay. For a few seconds it was impossible to distinguish anything. The moment the boat touched ground the waves beating on it enveloped all near it in a whirl of spray, and the black forms seemed to be tumbling over each other in confusion.

"You see," said Turner to Miriam, "he has come back to you after all."

She did not answer, but stood, her two hands clasped together on her breast, seeking to disentangle the confused group half in, half out of the water.

Then they heard Loo Barebone's voice, cheerful and energetic, almost laughing. Before they could understand what was taking place his voice was audible again, giving a sharp, clear order; and all the black

forms rushed together down into the surf. A moment later the boat danced out over the crest of a breaker, splashing into the next and throwing up a fan of spray.

"She's through! She's through!" cried someone. And the boat rode for a brief minute head to wind before she turned southward. There were only three on the thwarts—Loo Barebone and two others.

The group now broke up and straggled towards the fire. One man was being supported and could scarcely walk. It was Captain Clubbe, hatless, his grey hair plastered across his head by salt water.

He did not heed anyone, but sat down heavily on the shingle and felt his leg with one hand; the other arm hung limply.

"Leave me here," he said gruffly to two or three who were spreading out a horsecloth and preparing to carry him. "Here I stay till all are ashore."

for them. He promised them he would. The sea out there is awful."

He knelt down and held his shaking hands to the flames. Someone handed him a bottle, but he turned first and gave it to the Marquis de Gemosac, who was shaking all over like one far gone in a palsy.

Sea Andrew and the coastguard captain were persuading Captain Clubbe to quit the beach, but he only answered them roughly in monosyllables.

"My place is here till all are safe," he said. "Let me lie."

And with a groan of pain he lay back on the beach. Miriam folded a blanket and placed it under his head. He looked round, recognised her, and nodded.

"No place for you, Miss," he said, and closed his eyes. After a moment he raised himself on his elbow, and looked round the faces peering down at him.

"Loo will beach her anywhere he can. Keep a bright look-out for him," he said. Then he was silent, and all turned their faces towards the sea.

Another snow-squall swept in with a rush from the eastward, and half of the fire was blown away—a trail of sparks hissing on the snow. They built up the fire again and waited, crouching low over the embers. They could see nothing out to sea. There was nothing to be done but to wait. Some had gone along the shore to the south, keeping pace with the supposed progress of the boat, ready to help should she be thrown ashore.

Suddenly the Marquis de Gemosac, shivering over the fire, raised his voice querulously. His emotions always found vent in speech.

"It is a folly," he repeated, "that he has committed. I do not understand, gentlemen, how he was permitted to do such a thing—he whose life is of value to millions—"

He turned his head to glance sharply at Captain Clubbe, at Dormer Colville, at John Turner, who listened with that half-contemptuous silence which Englishmen oppose to unnecessary or inopportune speech.

"Ah!" he said contemptuously, "you do not understand—you Englishmen—or you do not believe, perhaps, that he is the King! You would demand proofs which you know cannot be produced. I demand no proofs, for I know. I knew without any proof at all but his face, his manner, his whole being. I knew at once when I saw him step out of his boat here in this sad village, and I have lived with him almost daily ever since—only to be more sure than at first."

His hearers made no answer. They listened tolerantly enough, as one listens to a child or to any other incapable of keeping to the business in hand.

"Oh, I know more than you suspect," said the Marquis suddenly. "There are some even in our own party who have doubts, who are not quite sure. I know that there was a doubt as to that portrait of the Queen—"

He half glanced towards

Dormer Colville. "Some say one thing, some another. I have been told that when the child—Monsieur de Bourbon's father—landed here there were two portraits among their few possessions: the miniature and a larger print, an engraving. Where is that engraving, one would ask?"

"I have it in my safe in Paris," said a thick voice in the darkness. "Thought it was better in my possession than anywhere else."

"Indeed! And now, Monsieur Turner"—the Marquis raised himself on his knees and pointed, in his eager way, a thin finger in the direction of the banker—"tell me this! Those portraits to which some would attach importance—they are of the Duchesse de Guiche? Admitted? Good! If you yourself, who have the reputation of being a man of wit, desired to secure the escape of a child and his nurse, would you content yourself with the mere precaution of



"Something on the Inner Curlo Bank."

Behind him were several new-comers, one of them, a little man, talking excitedly to his companion.

"But it is a folly," he was saying in French, "to go back in such a sea as that."

It was the Marquis de Gemosac, and no one was taking any notice of him. Dormer Colville, stumbling over the shingle beside him, recognised Miriam in the firelight, and turned again to look at her companion as if scarcely believing the evidence of his own eyes.

"Is that you, Turner?" he said. "We are all here, the Marquis, Barebone, and I. Clubbe took us on board one dark night in the *Gironde*, and brought us home."

"Are you hurt?" asked Turner curtly.

"Oh, no; but Clubbe's collar-bone is broken and his leg is crushed. We had to leave four on board—not room for them in the boat. That fool Barebone has gone back

concealing the child's identity? Would you not go further, and provide the nurse with a subterfuge, a blind, something for the woman to produce and say: 'This is not the little Dauphin. This is So-and-So! See, here is the portrait of his mother.' What so effective, I ask you? What so likely to be believed as a scandal directed against the hated aristocrats? Can you advance anything against that theory?"

"No, Monsieur," replied Turner.

"But Monsieur de Bourbon knows of these doubts," went on the Marquis. "They have even touched his

the moon, breaking through, was beginning to illumine the wild sky.

"Gentlemen!" said the Marquis, "they have been gone a long time."

Captain Clubbe moved restlessly, but he made no answer. The Marquis had, of course, spoken in French, and the captain had no use for that language.

The group round the fire had dwindled, until only half-a-dozen remained. One after another the watchers had moved away uneasily towards the

He stood back, and the others, coming slowly into the light, deposited their burdens side by side near the fire. The Marquis, who had understood nothing, took a torch from the hand of a bystander and held it down towards the face of the man they had brought last.

It was Loo Barebone, and the clean-cut royal features seemed to wear a reflective smile.

Miriam had come forward towards the fire, and by chance or by some vague instinct the bearers had laid their burden at her feet. After all, as John Turner



The Marquis held a torch towards the face.

own mind; I know that. But he has continued to fight undaunted. He has made sacrifices—any looking at his face can see that. It was not in France that he looked for happiness, but elsewhere. He was not heart-whole; I who have seen him with the most beautiful women in France paying court to him know that. But this sacrifice also he made for the sake of France. Or perhaps some woman of whom we know nothing stepped back and bade him go forward alone, for the sake of his own greatness—who can tell?"

Again no one answered him. He had not perceived Miriam; and John Turner, with that light step which sometimes goes with a vast bulk, had placed himself between her and the firelight. Monsieur de Gemosac rose to his feet and stood looking seaward. The snow clouds were rolling away to the west, and

beach. The Marquis was right; the boat had been gone too long.

At last the moon broke through, and the snowy scene was almost as light as day.

John Turner was looking along the beach to the south, and one after another the watchers by the fire turned their anxious eyes in the same direction. The sea, whipped white, was bare of any wreck. *The Last Hope* of Farlingford was gone. She had broken up or rolled into deep water.

A number of men were coming up the shingle in silence. Sea Andrew, dragging his feet wearily, approached in advance of them.

"Boat's thrown up on the beach," he said to Captain Clubbe. "Stove in by a sea. We've found them."

had said, Loo Barebone had come back to her. She had denied him twice, and the third time he would take no denial. The taciturn sailors laid him there and stepped back, as if he was hers, and this was the inevitable end of his short and stormy voyage.

She looked down at him with tired eyes. She had done the right, and this was the end. There are some who may say that she had done what she thought was right, and this only seemed to be the end. It may be so.

The Marquis de Gemosac was dumb for once. He looked round him with a half-defiant question in his eyes. He then pointed a lean finger down towards the dead man's face.

"Others may question," he said. "But I know—I know!"

THE END.

HORSE-POWER AND HORSE-FLESH: ACCUSTOMING THE PRINCE OF WALES'S HORSES TO THE MOTOR-CAR.

DRAWN BY PERCY F. S. SPENCE.



THE ILLUSTRATED LONDON NEWS, MAY 14, 1904, 723

THE OLD POWER AND THE NEW: FAMILIARISING HORSES WITH THE MOTOR-CAR AT MARLBOROUGH HOUSE.

At first the attitudes of the horses manifest fear, but gradually they show signs of familiarity and friendship. At last they come boldly up to the car and rub their noses against it.

MILLIONS BY THE BARREL: PACKING PART OF THE PANAMA CANAL PURCHASE-MONEY.

DRAWN BY W. RUSSELL FLINT FROM A PHOTOGRAPH BY GRANTHAM BAIN, NEW YORK.



PACKING SIX-AND-A-HALF MILLION DOLLARS IN GOLD FOR THE FIRST INSTALMENT OF THE PANAMA CANAL PURCHASE-MONEY PAYABLE BY THE UNITED STATES TO FRANCE.

The whole sum due is £3,000,000, and the gold is now being shipped from New York to Paris in weekly instalments. The instalment packed in the barrels shown above amounted to £1,300,000 sterling.

ITALY IN LONDON: EARL'S COURT IN ITS 1904 DRESS.

SKETCHES BY W. RUSSELL FLINT.



SCENES OF THE ITALIAN EXHIBITION: VENICE BY NIGHT, AND ANCIENT ROME.

The Exhibition was opened for the summer on May 11 by the Lord Mayor of London.

"HISTORY REPEATS ITSELF": THE JAPANESE OPERATIONS OF 1894 AND 1904.

CHARTS BY A. HUGH FISHER.



THE JAPANESE APPROACH TO PORT ARTHUR DURING THE CHINO-JAPANESE AND RUSSO-JAPANESE WARS.

The movements of 1894 have been almost exactly paralleled in the present campaign. The chief points of similarity are given above in chronological order, and the corresponding localities are indicated by numbers on the charts.—[SEE ARTICLE ON CHESS PAGE.]

AN ORIENTAL VERSION OF THE CHARITY BAZAAR: A JAPANESE REMNANT SALE FOR THE WOUNDED.

SKETCH (FACSIMILE) BY MELTON PRIOR, OUR SPECIAL ARTIST IN THE FAR EAST



*of Remnants, for the benefit of the wounded
at the British Gofukuden - Tokio.*

A REMNANT SALE FOR THE BENEFIT OF THE FIELD-HOSPITALS.

MR. MELTON PRIOR WRITES: "All sorts of things are being done for the benefit of the wounded; but the remnant sale seemed to me the most novel. The remnants are laid on the floor, and the women sit around chatting and choosing. When they have made a selection they go to the counter to pay."

THE SWIFT-HANDED JAPANESE ENGINEERS: THEIR WORK IN WAR-TIME.

PHOTOGRAPHS BY J. J. HARE, ONE OF OUR CORRESPONDENTS IN THE EAST.



1. BRIDGE-BUILDING AT HIROSHIMA.

2. BRIDGE-BUILDING AT YOSHIMA.

3. THE END OF A BRIDGE IN COURSE OF CONSTRUCTION.

4. A GIGANTIC TASK FOR TWO DAYS: PREPARATIONS ON THE PARADE-GROUND AT TOKIO FOR BUILDING STABLING FOR 500 HORSES IN FORTY-EGHTE HOURS.

THE WAR FROM THE RUSSIAN SIDE: SCENES AND INCIDENTS IN ST. PETERSBURG AND THE FAR EAST.

PHOTOGRAPHS SUPPLIED BY PHOTO-NOUVELLES AGENCY AND KARL LEWIS.



THE RUSSIAN GUN-BOAT "SIVOUTCH" AT NEWCHWANG.



EFFECTS OF THE FIRST BOMBARDMENT ON THE NEW TOWN OF PORT ARTHUR.



WELCOMING THE SURVIVORS OF THE "VARIAG": PATRIOTIC DEMONSTRATION OPPOSITE THE CRÉDIT LYONNAIS AT ST. PETERSBURG.



NAVAL HEROES IN PROCESSION: THE CREW OF THE "VARIAG" MARCHING THROUGH ST. PETERSBURG.

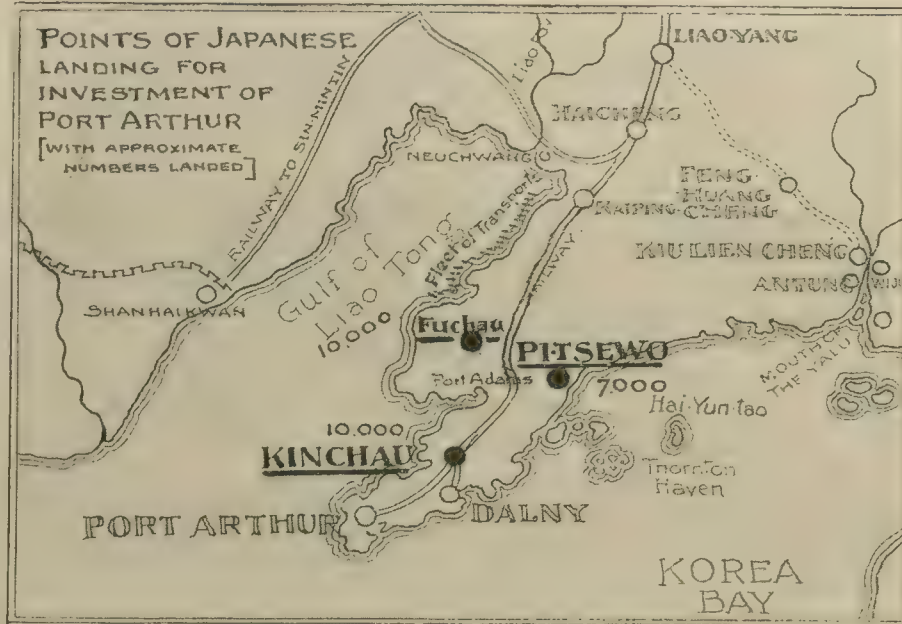


RUSSIAN PIETY UPON THE BATTLEFIELD: THE PRAYER FOR SUCCESS BEFORE THE COMBAT.

DRAWN BY R. CATON WOODVILLE.

THE JAPANESE GRIP ON PORT ARTHUR: THE MASTERLY MOVEMENTS FOR ISOLATING THE RUSSIAN STRONGHOLD.

DRAWING AND MAP BY A. HUGH FISHER.



A. HUGH FISHER

PI-TSE-WO, ONE OF THE CHIEF POINTS OF LANDING ON THE LIAO-TUNG PENINSULA.

On May 5 the second Japanese army, descending, as their Press censor declared, "from the skies" upon the coast of the Liao-tung peninsula, effected gigantic landing operations at Kin-chau, at Fu-chau, and at Pi-tse-wo. Thereby they completely isolated Port Arthur and got astride of the railway, which they destroyed for miles.

THE COSSACK AND HIS HORSE: A DEVICE FOR SECURING COVER DURING A SKIRMISH.

DRAWN BY GEORGES SCOTT.



AN ATTACK ON THE ADVANCE GUARD: COSSACKS AS SHARPSHOOTERS

The Cossack trains his horse to lie down and provide him with temporary cover when attacked. The animals keep still under the heaviest fire. The Cossack has not been proved less mobile than the Japanese trooper, who is, at the best, not a horse-archer.

BUILDING THE ROAD TO VICTORY: THE PATH ACROSS THE RICE-FIELDS FOR THE JAPANESE ARMY IN KOREA.

DRAWN BY H. W. KOSKOEK.



THE ILLUSTRATED LONDON NEWS, MAY 14, 1904—734

JAPANESE MILITARY ENGINEERS CONSTRUCTING A ROUGH-TIMBER ROAD FOR TROOPS.

The success of the Korean campaign was due to the swift construction of good roads and bridges, which also secured the line of retreat in case of need. During the advance to the Yalu the Japanese engineers have proved their skill in improvising roads. Even the flooded rice-fields proved no obstacle, for they felled trees and constructed log roads as in our Illustration. Many of the existing Korean roads have been practically remade.

BRIDGING THE ROAD TO VICTORY: THE JAPANESE ENGINEERS' SIGNAL SERVICE TO THE SUCCESS IN KOREA.

FROM A SKETCH AND PHOTOGRAPH BY O. GERLACH.



THE ILLUSTRATED LONDON NEWS, MAY 14, 1904, 733

THE JAPANESE THROWING A BRIDGE ACROSS THE TAITUNG RIVER OPPOSITE PING-YANG.

Not only in their roads, but in their bridges, as we have elsewhere noted, the Japanese engineers have distinguished themselves during the advance to the Yalu, which culminated in the victory of Kiu-lien-cheng. Their bridges are declared to be structures of wonderful permanence, considering that they were erected in the shortest possible space of time.

AN OLD DEVICE REVIVED: THE BOOBY TRAP IN TIBET.

DRAWN BY H. W. KOEKKOEK FROM A SKETCH MADE DURING A FORMER EXPEDITION.



THE LAMA'S FOLLOWERS USING THE BOOBY TRAP AGAINST A BRITISH EXPEDITIONARY FORCE.

A method of obstruction and destruction practised in the former Tibetan campaign has just been revived by the Tibetans. A rough tilting-table is fixed on an eminence; the nearer end is secured by cords, and on the further end huge masses of rock are piled. When the enemy passes on the road below, the Tibetans cut the cords, the table tilts automatically, and launches the rocks upon the heads of those passing below.

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LADIES' PAGES.

A very interesting event was the opening by the Prince and Princess of Wales of the Exhibition of Bradford Manufactures in that city. With great wisdom the manufacturers of that progressive and growing town have not been content to display their goods merely in the piece, but have had a considerable number of dresses made up, and have allowed leading London and local houses to show in this fashion how beautiful and how stylish dresses are when made of materials of Bradford manufacture. To many of us, it is to be feared, "Bradford goods" is a phrase that hitherto has conveyed the idea only of somewhat heavy winter cloths. Far different is the reality. The leading manufacturing firms of Bradford have combined to display the very finest cloths, some woven of wool alone and some of silk and wool warp; mohairs and alpacas of silky surface and graceful, drooping texture; deep plushes and rich velvets; canvases, voiles, and muslins; and—greatest revelation of all—silks and satins. Of the latter materials Bradford makes most of the distinctive fabrics which we associate with the name of Liberty. Satin which combines the softness of crêpe-de-Chine with the firmness of silk, and other soft silken textures which are ideal for picture-gowns, dinner and demi-toilette dresses, dancing-frocks and evening cloaks, are produced at Bradford. No fewer than twenty beautiful gowns made by Liberty's in silk and silk-and-wool mixture fabrics are shown at Bradford. Mohair and alpaca as displayed here prove to be quite beautiful enough for evening wear, and at the same time make up into excellent afternoon visiting-dresses. Then there are the cloths, some in pure wool of such a fine and supple weave, and such dainty shades, as to be applicable for any society function; and the silk-and-wool and silk and cashmere mixtures which make such very useful smart dresses.

The City of Bradford Technical College has been hard at work for ten years past training the actual workmen scientifically and artistically. They have learned the chemistry of dyeing and the art of combining colours with taste; the secrets of mechanical engineering, and all the technical details connected with combing, spinning, and weaving. It is admitted now, as the fruit of experience, that money spent upon giving artisans such training is well spent, and that the higher classes of goods can now be produced in a way that could not have been done while the workpeople were not much more intelligent than the machines they served. The Princess of Wales declared in conversation that she was fully convinced that the Bradford goods here shown could not be excelled by any foreign competition: the good taste of France and the solid and reliable methods of England, her Royal Highness found, are here combined to admiration. At the opening of the Bradford Exhibition the Princess of



A SMART VOILE VISITING-GOWN.

Wales wore a costume made of Priestley's "Panneau" face-cloth in a beautiful shade of pale grey; it was trimmed and medallioned with black and white braiding.

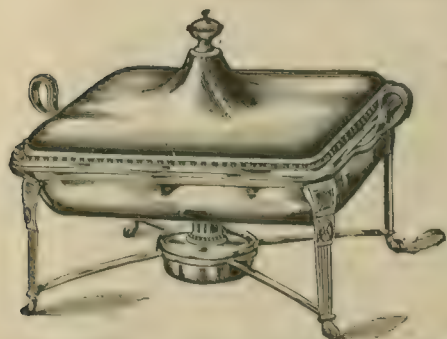
An amusing and extremely successful event was the "Leap Year Dinner" given at Prince's on behalf of the Samaritan Hospital for Women. Each table was presided over by a lady, who invited eleven guests. The gentlemen accepting the invitation were expected to subscribe to the list of their hostess on behalf of the charity. The smartest table was certainly the American one, where the Duchess of Marlborough took the chair, and was supported by the Duke, the American Ambassador and his wife, Lady Essex, Mrs. Ronalds, and other of her Grace's compatriots. Each hostess supplied her own floral decorations, and the Duchess chose nothing but magnificent spikes of lilies-of-the-valley arranged in great silver bowls. The Countess of Yarborough entertained for the House of Lords, and Mrs. Walter Palmer for the House of Commons. There were two theatrical tables, presided over respectively by Mrs. Kendal (who made the after-dinner speech pleading for the hospital) and by Mrs. George Alexander. These two tables were decorated to match with a large centrepiece, raised very high, of apple-blossom and smilax, and festoons of the same passing along the table. The hostesses' friends contributed a very large sum to the charity.

An interesting sketch has been published of the famous French revolutionary, Louise Michel, who has been seriously ill. The writer, Mr. Alvan Sanborn, knew her when he was a student in Paris. He attended a little Anarchist meeting, out of curiosity to hear her speak, expecting to find her "a horror, a pitiless virago, a human-headed monster bent on sowing broadcast dynamite and petroleum. I found instead a wholesome, consecrated, motherly woman; her every look, word, and gesture were instinct with a sort of supreme human goodness that compelled respect. The great mind delivering itself grandly was overshadowed by the great soul of the woman and the saint." He declares that although he could not accept the first word of her Anarchist creed, he felt overpowered, and that many of his young men friends have confided that they experienced the same impression from her "infinite compassion and abounding motherliness, combined with a great personality." Comte Henri Rochefort tells that during the voyage which Louise made with him and other prisoners of the Commune to the penal settlement of New Caledonia, "there was not a moment, both on the voyage and after arriving, in which she did not devote herself to the other convicts. She gave them her rations, her clothes; she slept on the ground, went shoeless, lived on nothing, and made her hut into a hospital; she turned over all the money and creature comforts sent her by her friends to her fellow inmates." After she was allowed to return to

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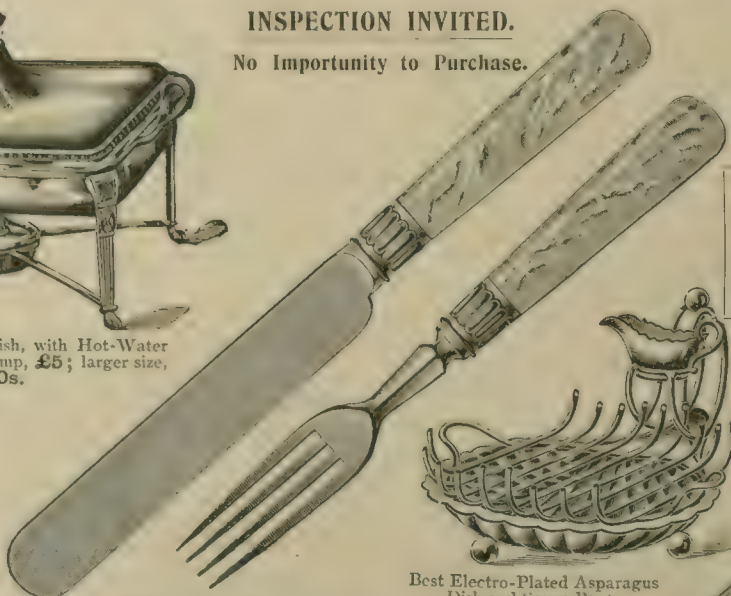
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Paris, on several occasions friends bought her new clothing, but invariably after a few days she would appear again in her thin rags, having given away the new garments. Once, when she was lying ill, a friend went to see her, and found some vagabond tramp moving about as if at home in her little kitchen. "Who is that?" the visitor inquired. "I have not the remotest idea," Louise replied. "He was out there without shelter; he saw my door ajar, he came in, and he stops. He rarely speaks to me. He does not disturb me: do not disturb him."

Pearls are more than ever indispensable to a smart *tout-ensemble*. A thousand pounds or so are required to make much display with the produce of the Indian Seas; but the Parisian Diamond Company's artificial pearls can be used not only to replace the string of natural ones when necessary, but to mix with any real gems that may be possessed. The sheen, the "skin," and the artistic arrangement of these particular artificial pearls make them indistinguishable from the finest gems. The prices also are very moderate. The changes in fashion in jewellery are invariably kept pace with by this enterprising and artistic company; and by a call at 85, New Bond Street, or 143, Regent Street, or 43, Burlington Arcade, one can at any time see what is the latest development of fashion's fancies in gems. Earrings are now greatly worn again, and special attention may be called to the beautiful translucent emeralds produced by the Parisian Diamond Company.

There is an effort talked about to introduce the wearing by ladies of a monocle; and one specimen was seen in all the glory of novelty at the Royal Academy Private View. It is, however, a fashion not to be commended, inasmuch as, with the greatest possible art, the wearer cannot avoid a twist of the muscles of the face, which invariably produces wrinkles after a short time. It is true the pince-nez is a most unattractive addition to the appearance of a young woman; but, after all, it is to be preferred either to so disfiguring a substitute as the monocle, or the exceedingly ugly and repellent wrinkling up of the brows with which short-sighted people try to bring their vision to a better focus when they will not wear glasses at all.

Another idea which is talked about, but which will probably come to nothing, is that ladies should ride astride in the Row. Travellers such as Mrs. Bishop have habituated us to this idea, and one or two ladies who follow the Exmoor hounds have adopted the cross-saddle in this country, while in California there is a society of wealthy and fashionable women pledged always to ride in this way. Many little girls, too, among them the Princess of Wales's only daughter, Princess Mary, have of late years been taught to ride cross-saddle. But from all this to the promised vision of cross-saddle riding in the Row is a very far step.



A DRESS FOR "WEEK-END" VISITS.

The light colours, commencing with white, which of course, cannot properly be called a colour at all, are by far the most fashionable this season. The newest shade is called zinc; it is all but white, with a slight blue tinge—very much, in fact, like that given by a liberal allowance of the blue-bag in the laundry to calico. The delicate yellow shade known as champagne is also extremely fashionable. For morning wear, short skirts which just clear the ground are not only allowed, but are quite the smartest wear. They are strapped with their own cloth or with taffetas or braid, or bedecked with passementerie. Indian cashmeres, soft and supple as they are, have the further recommendation of taking exquisite light colours. It is better to have a few things quite up-to-date and elegantly made rather than a large number of gowns, as fashions so soon change, and the extremely thin, cheap, and showy-looking garments which may appear bargains at first sight and tempt the unwise shopper to buy, prove to be unsatisfactory almost from the first and dear in the long run, because they become quickly shabby, fall out of shape, or lose their colour and surface. Materials of moderate substance are frequently now made up unlined, to wear over a silk foundation of the same length. If the unlined fabric is very thin it requires a little weighting here and there, either by the trimming or by a few small shot introduced at suitable intervals in the lower hem.

One of our Illustrations is a graceful visiting-dress in light voile. The long polonaise ends passing under the belt and falling sashwise down the skirt are new and graceful. The yoke is of lace, and there is a very pretty hat trimmed with roses veiled by a long lace fall. The other is a promenade-gown in summer cloth or thin blue serge, very suitable for a week-end visit in the country. It is relieved with white passementerie and pretty buttons, and finished by a simple French sailor-hat.

Linnaeus, who named most of our plants, was so delighted with the fruit of the cocoa-tree that he called it Theobroma, or the food of the gods. The consumption of cocoa in this country continually increases, as it is found less injurious to the nerves than either tea or coffee. But as there are many adulterated cocoas on the market, it is of importance to select such a description as Van Houten's. This cocoa, by the process of manufacture, is made completely soluble by boiling water, and an exceptionally small quantity suffices to produce a cup of excellent aroma and flavour. It is a desirable beverage to take on a picnic party, as it is just as nice when warmed up as when freshly made. Van Houten's cocoa has gained many medals from exhibitions.

FILOMENA.

A PLEASANT MEANS OF TEETH PRESERVATION.

HAS no one been struck by the fact that in spite of the regular daily cleansing of the teeth with tooth-powders and tooth-pastes, the teeth (and particularly the back teeth) frequently become decayed and hollow? And is not that a convincing proof that tooth-powders and tooth-pastes are completely inadequate means for cleansing the teeth? Our teeth are not so obliging as to decay only in places which can be conveniently reached with tooth brushes, powders, and pastes. On the contrary,



it is just in those localities which are difficult of access, such as the backs of the molar teeth, the interstices of the teeth, hollows and cracks, that causes of destruction of the teeth appear most frequently and are most probable. In consequence, if anyone wishes to preserve his teeth intact—that is

to say, to keep them healthy—this can be effected in one way only, by daily cleansing and rinsing the mouth and teeth with the

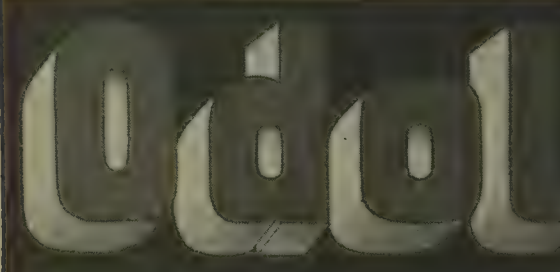


new antiseptic dentifrice and mouthwash Odol. During the process of rinsing this preparation penetrates everywhere, reaching alike the cavities in the teeth, the interstices between them, and the backs of the molars, destroying bacteria wherever generated. This absolutely certain effect which Odol has been scientifically proved to possess is principally due to a peculiar property which causes it to be absorbed by the mucous membrane of the gums so that they become impregnated with it. The immense importance of this entirely new and unique property should be fully grasped; for whilst all other preparations for the cleansing and protection of the teeth are effective only

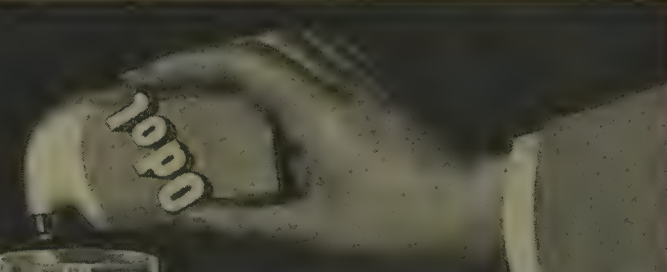
during the few moments of application, Odol leaves an antiseptic deposit on the surface of the mucous membrane and in the interstices of the teeth which continues to be effective for hours. In this manner a continuous antiseptic effect is produced, by means of which the whole oral cavity and the minutest recesses which it contains are completely freed from, and protected against, all fermenting processes and injurious bacteria. It follows that everyone who daily and regularly cleanses his mouth and teeth with Odol will practise the most perfect hygiene of the mouth and teeth in accordance with modern scientific principles.



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ECCLESIASTICAL NOTES.

I have rarely seen a more brilliant gathering at St. Paul's than that which assembled last week for the Thanksgiving Service of the diocese of London. The Archbishop of Canterbury and seventeen Bishops were present, and clergy filled up the entire space beneath the dome. The transepts and nave were left free to the general public, and many stood throughout the entire service in positions from which very little could be heard. The Bishop of London gave a brilliant *résumé* of the early history of Christianity in England, and at the close reiterated his oft-expressed desire that the diocese, which has grown so marvellously during thirteen hundred years, should be the chief missionary diocese of the British Empire.

The Bishop of Rochester is making very satisfactory progress after his recent slight operation. His general health was much benefited by his holiday in Norfolk; and although the doctors cannot yet say when he will get about again, no anxiety is felt as to his full recovery.

The Rev. St. Clair Donaldson, Rector of Hornsey, has been appointed Bishop of Brisbane in succession to the late Dr. Webber. Mr. Donaldson took a First Class at Cambridge, and received his theological training at Wells. He was in charge of the Eton Mission at Hackney Wick for some years, and was the first Vicar of St. Mary of Eton. On leaving Hackney Wick in 1900, he travelled in India and South Africa, and in 1901 he succeeded Prebendary Jeakes as Rector of Hornsey. The Archbishop of Canterbury, to whom the choice of a Bishop of Brisbane was delegated, has made a remarkably good selection.

The Dean of Norwich presided over this year's anniversary meeting of the Religious Tract Society,



HYGIENE AT MARGATE: THE NEW CLIFTONVILLE HYDRO.

The Cliftonville Hydro will provide for Margate just those modern developments of medical and hygienic science which this progressive watering-place, despite her up-to-dateness in every other respect, has hitherto lacked. The air of Thanet is held in high esteem by the medical faculty for convalescents requiring a change of environment and the tonic properties of the ocean ozone, but it is only by the enterprise of the proprietor of the Cliftonville Hydro that physicians can to-day combine with Nature's cures the valuable auxiliary of a magnificent hydropathic establishment. Space forbids a detailed description of the various styles of furnishing, though much can be deduced from the fact that Maple and Co. have been entrusted with the entire equipment. A novel feature, and one that will prove a great attraction, is the roof-garden arranged on the American principle, and reached by lift and staircase.

and gave an amusing address in which he complained that the Society had invited him to write a tract on Christian Science, and had altered it so much that he could barely recognise his own work. This frankness encouraged Ian Maclaren, one of the later speakers, to acknowledge with pride that the Society had not altered his tract, and he took this as a certificate of orthodoxy which he would preserve "for use when applying for a situation."

Dean Lefroy gave some interesting reminiscences of his climbing days. Once, on a mountain-side in the

early morning, he asked his guide if he possessed a Bible. The man said "No," and the Dean promised to give him one. Some time later, the guide was questioned by his parish priest as to the dangerous book in his possession. The priest took the Bible, kept it a fortnight, and returned it with leave for the man to read it. "I have searched it from beginning to end," he said, "and have not found the name of Martin Luther mentioned once."

The Bishop of Peterborough has been in town during the May Meetings, and attended the Private View of the Academy. Everyone was glad to see him looking in robust health, and to learn that he has quite thrown off the effects of his serious illness.

The Bishop of Winchester is seeking rest and change in Switzerland and hopes to be well enough for work by the end of June. His doctor is confident that he will in time regain all his former strength. The Bishop has, however, been advised not to hold a diocesan conference this year.

Mr. Edward Keble Talbot, son of the Bishop of Rochester, has won the Ellerton prize for an essay on the New Testament conception of life in Christ. This was gained by his father in 1869. The list of Ellerton prize-winners includes the names of Bishop Jacobson, of Chester; and Bishop Jackson, of London. V.

Mr. Jack B. Yeats, the Irish artist, who is paying his first visit to America, is holding a successful exhibition of his water-colours of Life in the West of Ireland, at Clausen's Galleries, New York.



THE DIFFERENCE.

THE difference between the Pianola and other piano-players lies in the musical value of the results attained by the performer. One is music with the impress of personal element in it—the musical taste and animating influence of the individual behind the Pianola; the other, machine music with machine effects. When you think of purchasing a piano-player the chief thing to consider is this: Do you want something that is an artistic aid to musical expression, an extension of one's self, rather than an inanimate piece of mechanism; or do you prefer the inanimate mechanism? Naturally you will decide on the former, and that means the purchase of a Pianola. You will then have the satisfaction of knowing that you have followed the example of many of the most famous artistes, including Paderewski, Moszkowski, Hofmann, Sauer, Dohnanyi, who all own Pianolas; and that this should be so is in itself evidence of the Pianola's artistic value. You will also have the facilities of the greatest library of music-rolls in the world at your disposal.

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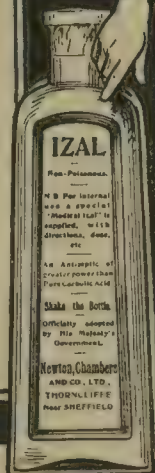
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WHITSUN HOLIDAY TRIPS.

The London and North-Western Company announce that the ticket offices at Fuston, Broad Street, Kensington, Victoria (Pimlico), and Willesden Junction will be open throughout the day, from Monday, May 16, to Whit Monday, May 23, inclusive, so that passengers wishing to obtain tickets can do so at any time of the day prior to the starting of the trains. Tickets, dated to suit the convenience of passengers, can also be obtained at any time (Sundays and Bank Holidays excepted) at the town receiving offices of the company. Additional express trains will be run, and special arrangements made, in connection with the London and North-Western passenger trains for the Whitsuntide holidays. The company also announce cheap excursions for the Whitsuntide holidays as follows: On Thursday, May 19, to Ireland. On Friday, May 20, to Blackpool, Southport, Carlisle, Lake District, Furness Line stations, North, South, and Central Wales, Cambrian coast, Scotland, North Staffordshire stations, principal stations in Lancashire and Yorkshire, and the Buxton district.

The Midland Company announce that they have arranged for the following excursions from London (St. Pancras) for the Whitsun holidays. To the North and Scotland on Friday, May 20, from St. Pancras for eight or sixteen days, at cheap fares, the sixteen-day tickets being available for return any day within sixteen days from and including the date of issue. To all parts of Ireland for sixteen days from London (St. Pancras) on Thursday and Friday, May 19 and 20, to Dublin, Ballina, Sligo, Killarney, Galway, and the South and West of Ireland; also on Thursday, May 19, to Belfast, Londonderry, Portrush, and the North of Ireland; and on Saturday, May 21, to Londonderry via Morecambe and direct steamer. To the provinces and seaside on Friday midnight, May 20, for three, six, or eight days, and on Saturday midnight, May 21, for two, five, or seven days.

The Great Northern Railway Company announce that cheap excursions will be run from London (Woolwich

(Arsenal and Dockyard), Greenwich (S. E. and C.), Victoria (S. E. and C.), Ludgate Hill, Moorgate, Aldersgate, Farringdon, King's Cross (G. N.), etc.), as follows: Friday, May 20, for eight or sixteen days, to Northallerton, Darlington, Richmond, Durham, Newcastle, Alnwick, Berwick, Edinburgh, Glasgow, Helensburgh, Dumbarton, Balloch, Row, Stirling, Dunblane, Bridge of Allan, Callander, Crieff, Perth, Dunkeld, Dundee, Dalmally, Oban, Fort William, Montrose, Aberdeen, Mallaig, Inverness, and other stations in Scotland; on Saturday, May 21, and each Saturday until Sept. 24, for three, eight, ten, fifteen, or seventeen days, to Skegness, Sutton-on-Sea, Mablethorpe, Grimsby, Bridlington, Filey, Scarborough, etc.

The Great Western Railway Company's excursion programme provides for pleasure-seekers of all classes. Rapid transit on this popular line will be given to all the company's celebrated seaside and inland health and pleasure resorts. Ordinary, excursion, week-end, and riverside tickets will be issued at their City and West-End offices. Tickets can be obtained and dated in advance to suit the convenience of the public. Tickets can also be obtained at Clapham Junction (L. B. and S. C. side), Battersea, Chelsea, Kensington (Addison Road), Hammersmith, Aldgate and all stations to Edgware Road inclusive, Acton, Ealing, and other suburban stations.

For visiting the Hague, Amsterdam, Utrecht, and other parts of Holland, the Rhine, North and South Germany, and Bâle for Switzerland, special facilities are offered via the Great Eastern Railway Company's Royal British Mail Harwich-Hook of Holland route. Through carriages and restaurant-cars run in the North and South German express trains to Cologne, Bâle, and Berlin, reaching Cologne at noon, Bâle and Berlin in the evening. The General Steam Navigation Company's fast passenger steamers will leave Harwich on May 18 and 21 for Hamburg, returning May 22 and May 25. The United Steam-ship Company of Copenhagen Royal Mail steamers will leave Harwich for Esbjerg, on the west coast of Denmark, on Thursday, May 19, Saturday,

May 21; returning Tuesday, May 24, and Wednesday, May 25.

The Brighton Railway Company are announcing that a special 14-day excursion through the charming scenery of Normandy and the Valley of the Seine, via the Newhaven-Dieppe Royal Mail route, will be run from London by the express day service on Saturday morning, May 21, and by the fast night service on Thursday, Friday, and Saturday evenings, May 19 to 22, to Dieppe, Rouen, and Paris. Week-end cheap return tickets to Dieppe will also be issued on Friday, Saturday, Sunday, and Monday, May 20 to 23, available for return on any day up to and including the following Wednesday.

The South Eastern and Chatham Company announce that special excursion tickets will be issued to Paris, via Folkestone and Boulogne, by the service leaving Charing Cross at 2.20 p.m. on May 19, 20, 21, and 22, and by the 10 a.m. and 2.20 p.m. services on Saturday, May 21. They will also be issued by the night mail service leaving Charing Cross at 9 p.m. and Cannon Street at 9.5 p.m. each evening, from May 19 to 22 inclusive, via Dover and Calais, returning from Paris at 2.40 p.m. via Boulogne, or 8.40 p.m., via Calais, any day within fourteen days.

In addition to excursions to the fashionable holiday and health resorts of the South Coast, Somerset, Devon, and North Cornwall, the London and South-Western Railway Company have arranged a series of land and sea trips for the Whitsun holidays, thus combining the delights of a railway journey through picturesque scenery with the bracing effect of a sea trip in some of the most comfortable vessels afloat.

Among the early announcements of holiday arrangements is the attractive cruise for fifteen days of the Orient-Pacific Line twin-screw steam-ship *Orontes*, 9023 tons register, 10,000-horse power. The *Orontes* will leave London on Friday, May 20, and will visit Tangier, Palma (Majorca), Algiers, Gibraltar, and Vigo, returning to London on Saturday, June 4. An illustrated description of the cruise can be obtained on application to the London offices of the line, 5, Fenchurch Avenue, E.C.

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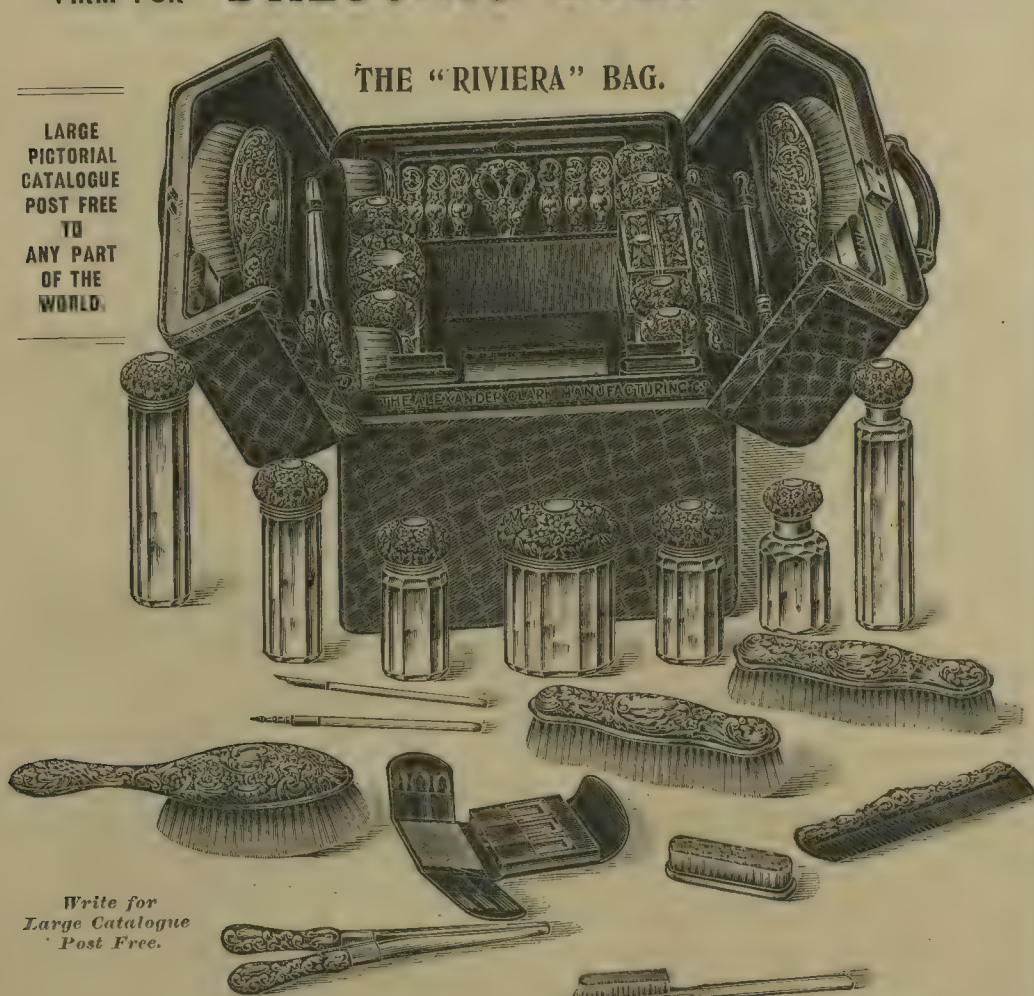
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STUDIES IN MAMMALS.

Mr. R. Lydekker, the author of "Mostly Mammals: Zoological Essays" (Hutchinson and Co.), enjoys special opportunities—in consequence of his connection with the Natural History Museum—of dealing with the various questions of interest which continually arise as to the structure and history and distribution of animals of all sorts. Not a few of the instructive essays in this volume have arisen out of inquiries which he has made for the purpose of showing well and correctly in the cases of the Museum some feature or other of novelty or importance in connection with a newly mounted specimen. Others, again, such as that on the "Coloration of Large Animals" and on "Spots and Stripes in Mammals," are the natural outcome of a philosophical consideration of the vast series of specimens from all parts of the world which the Natural History Museum contains.

The essay on "How Arctic Animals Turn White" is a well-considered account of what is known on this subject; but it is obvious that there is room for further observation and experiment on the matter. "Monkey Hand-Prints" is, as Mr. Lydekker explains, the result of an attempt to illustrate the nature of finger-marks and palmar folds in our Mammalian Gallery; and that on "Some Queer-Nosed Monkeys" is in immediate relation with a change in the mounting of the Proboscis monkey, which will hereafter be seen with its

strangely long nose, not standing forward, firm and trenchant as that of Cyrano, but pendulent, drooping in front of the mouth. "Sloths and Their Hair" is, again, specially related to a museum exhibit, for the fact is that in its native forests the hair of the sloth is green owing to the presence *on* or even *in* the hairs of a microscopic green alga. The green colour fades after death, as the chlorophyll is readily destroyed by sunlight, and the question arose of the desirability of restoring the hair to its green colour in our mounted specimens. Other essays are concerned with equines, deer, cattle, and sheep, both wild and domesticated, matters which Mr. Lydekker has made very much his own, and upon which he is always full of interesting information. Among these is a chapter on the deer of the Peking parks (of which one species, Father David's Deer, now exists only in the Duke of Bedford's park at Woburn, having been exterminated in its native region), others on the wild ox of Europe, on musk oxen in England, on the smallest wild cattle, and on the extinct quagga.

All the essays are eminently readable, and contain, it need hardly be said, sound scientific information. There is probably no living writer who has so wide and accurate a knowledge of these matters as has Mr. Lydekker. No better introduction to a really intelligent visit to the Mammalian Gallery of the Natural History Museum could be suggested than a careful perusal of this volume. After reading it, the

beautiful groups of stuffed skins and the series of magnificent horns there displayed will assume an absolutely new and surprising interest. The reader will come again and again, and actually acquire a real understanding of what these collections mean and testify.

There are some essays in this volume which are of a more speculative character than the majority, though healthy and legitimate speculation is the vivifying spirit in all of them. Such are those on "A Drowned Continent," on "Deserts and Their Inhabitants," and on "The Pedigree of the Dog." While not agreeing with all the author's views—such, for instance, as those he formulates on the origin of deserts and their sands—I am of the opinion that the matters in question are discussed in the truly scientific spirit and in such a way as to excite the interest and possible co-operation of the ordinary reader, who is something of a naturalist, in the solution of the problems in hand.

E. RAY LANKESTER.

The well-known distillers, Messrs. John Dewar and Sons, Limited, have secured the contract for the sole supply of Scotch whisky to the Welcome Club and all the refreshment bars, buffets, etc., at the Italian Exhibition, opened at Earl's Court on May 11. "White Label" will be the whisky supplied. The well-known table water "Rosbach" (bottled at the springs near Homburg) has been selected for use at the same buffets and bars.

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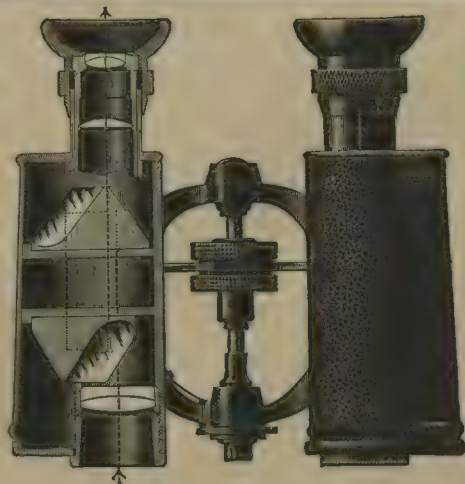
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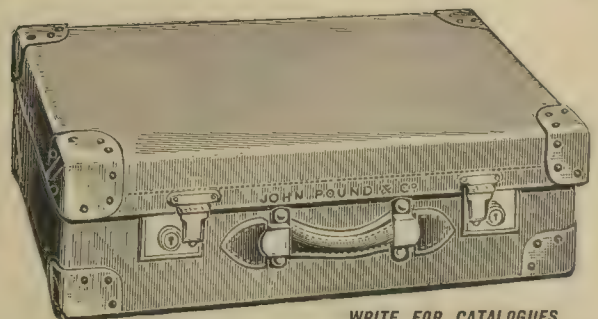
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MUSIC.

On Saturday, May 7, at the St. James's Hall, two brilliant children, the sisters Paula and Flora Hegner, gave a successful concert. Both are so highly trained that their performance was a genuine delight; nor did they suffer apparently from any nervous tension. Fräulein Paula Hegner began with Chopin's Concerto in E minor, written for the piano and orchestra. Behind her was a large orchestra, with Mr. Payne as first violinist and Mr. Henry Wood as conductor, but she was not in the least overweighted; her execution was graceful, fluent, and brilliant, and her taste in interpretation beautiful. In her runs and trills she had a fascination of finished technique. As solos she played delightfully a nocturne and polonaise of Chopin, arranged by Liszt, two pieces of Schumann, "Arabesque" and "Aufschwung," and a capriccio of Scarlatti. She also accompanied her sister's group of songs—Schubert's "Haiden Röslein" and Grieg's "Solveg," together with a delightful little "Dolly" song as an encore. Fräulein Flora Hegner shows her youth more than her sister in the lightness of her voice; but she sings as a thorough artist, and has delicious notes.

M. I. H.

WILLS AND BEQUESTS.

The will (dated March 6, 1902), with a codicil (of Sept. 7, 1903), of Mr. John Stanning, of Broadfield, Leyland, Lancashire, who died on March 5, was proved on May 3 by Mrs. Harriet Sarah Stanning, the widow, John Stanning, the son, and William Kevan, the value of the estate amounting to £227,122. The testator gives to his wife £2000, the household furniture, etc., and during her widowhood an annuity of £2400, or one half thereof should she again marry; the Lostock Grove Estate to his son Joseph William; the remainder of his freehold and leasehold property within five miles of the old Parish Church, Leyland, to his son John; £100 each to his gardener, Joshua Kirkman, and his nurse, Caroline Nash; and legacies to servants. The residue of his property he leaves as to three sixteenths each to his sons John, Joseph William, Henry Duncan, and Charles Gordon, and two sixteenths each, in trust, for his daughters Hannah Mary and Frances Helen.

The will (dated March 16, 1904) of Lieutenant Godfrey Michell Courage, late R.N., of Snowderham Hall, Guildford, and Leigham, Plympton, who died on April 4, was

proved on April 29 by Mrs. Evelyn Agnes Courage, the widow, John Alexander Druce, George Nicholas Hardinge, and Frank Sparkes, the value of the estate being £123,586. The testator bequeaths a policy on his life for £1000, and during her widowhood an annuity of £4000, to his wife; £500 each to George Nicholas Hardinge and Harold Leslie Walter; £250 each to John Alexander Druce and Frank Sparkes; £200 each to John Gillespie and William Burnett; £100 each to Charles Shepherd and Dr. Stamp; and £300 to Robert Abbott. The residue of his property he leaves, in trust, for his children.

The will (dated July 6, 1900), with two codicils, of Mr. Henry Holdrege Grayson, of 12, Bolton Gardens, South Kensington, who died on Feb. 11, was proved on May 2 by Mrs. Margaret Anna Grayson, the widow, George Enoch Grayson, the brother, and Benjamin Coleman, the executors, the value of the estate being £92,225. The testator gives £250 to his wife; £100 to Benjamin Coleman; his house and lands in Grosvenor Road, Cloughton, Birkenhead, to his son Henry Mullenex; annuities of £50 each to his sisters Annie Maria Bilton, Helen Elizabeth Grayson, and Jane Harle Grayson; and annuities of £50 each to



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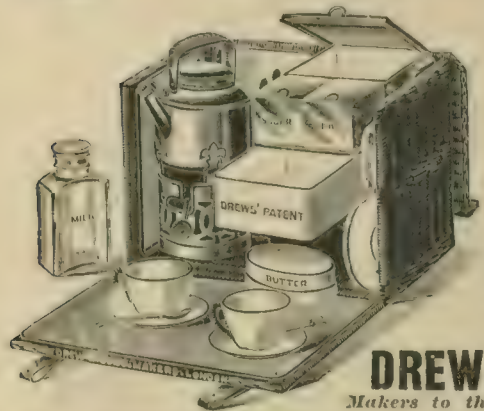
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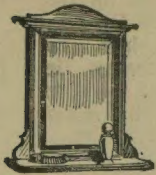
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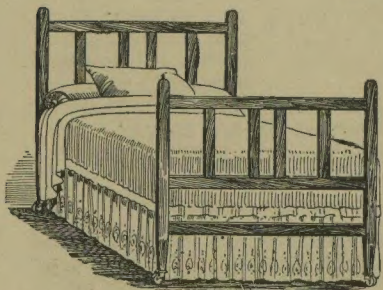
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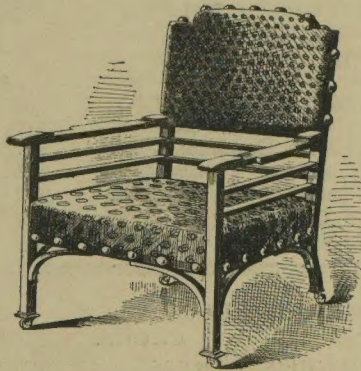
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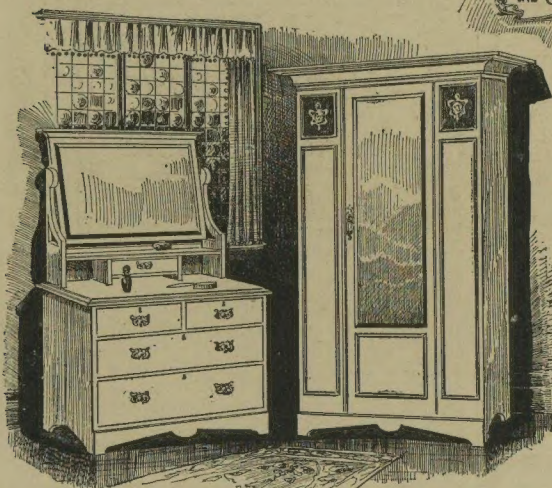
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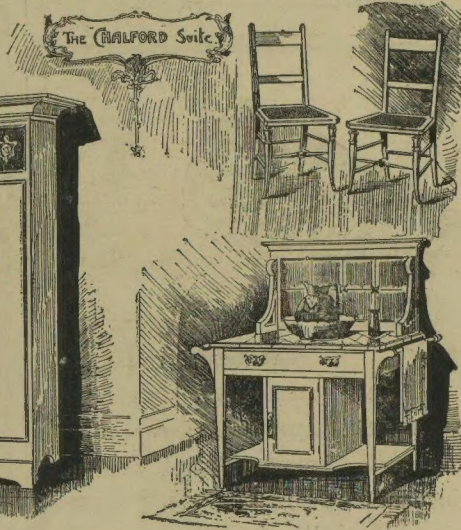
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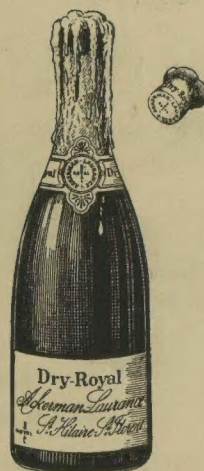


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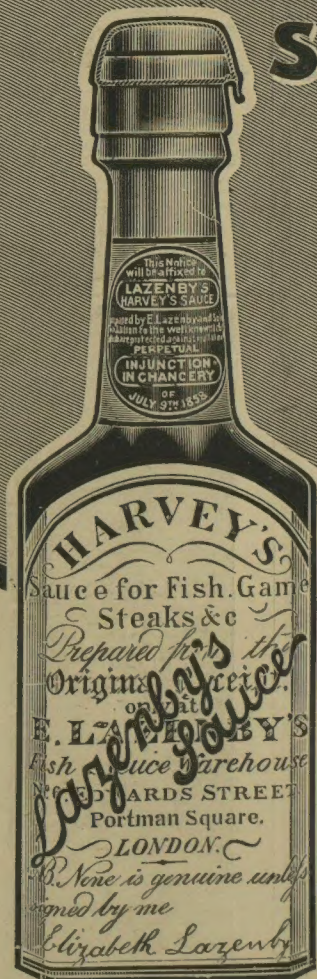
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his sisters-in-law Emily Mary Lewis and Ellen Brewer James. The residue of his property he leaves to his children Henry Mulleneux, Ambrose Dixon Holdrege, Godfrey Francis William, Norah Constance, and John Hubert Fitzhenry.

The will (dated Aug. 6, 1903) of Mrs. Caroline Paine, of 179, Cromwell Road, South Kensington, who died on March 16, was proved on April 26 by Samuel George Sloman, Frederick Sloman, and Ernest Crundwell, the executors, the value of the estate amounting to £90,915. The testatrix gives the household furniture, etc., to her daughter Mrs. Caroline Mary Steward; £50 each to her executors; and £50 each to Mary Elizabeth Robertson, Ellen Sloman, Katherine Sloman, Lucy Sloman, and Constance Neville; and legacies to servants. One moiety of the residue of her property she leaves to her daughter Mrs. Steward; and the other moiety as to £400 per annum to Henry Fitzhardinge Berkeley Portman, for life; and subject thereto to the children of her deceased daughter Mrs. Alice Elizabeth Portman.

The will (dated June 16, 1903), with a codicil (of Oct. 23 following), of Mr. Percy Allen Leaf, of Binswood Lawn, Leamington, who died on Feb. 11, was proved on April 29 by Mrs. Georgina Mary Tyrrell Leaf, the widow,

Gordon Lyon Bland, and William Harwood, the value of the real and personal estate being £59,292. The testator gives the household and domestic effects, and the income, for life, of one moiety of his property to his wife. Subject thereto, he gives all his estate to his children, the share of his sons to be double that of his daughters.

The will (dated March 31, 1890), with a codicil (dated Aug. 30, 1902), of Mr. William Robinson Marshall, of The Laurels, Scarthoe, and of Great Grimsby, who died on Jan. 30, has been proved by George Cartwright, Walter Carter, and Frederick William Brodie, the value of the estate being £40,151. The testator gives £1000 to his brother George Marshall; £50 to his groom, James Robinson; and the residue of his property, in trust, for his two daughters, Annie and Lily May.

The will (dated Nov. 24, 1903), with three codicils, of Colonel William Villeneuve Gregory, late Royal Artillery, of 7, Sloane Gardens, Chelsea, who died on April 7, was proved on May 3 by William Devereux Gregory Nash, the nephew, and Miss Kathleen Louisa Nash, the niece, the value of the estate being £37,899. He gives £200, the lease of his residence, and £1200, or, in the event of his having no leasehold premises, then £1800, to his wife, Mrs. Constance

Mary Gregory; £100, and an additional £900 on the decease of Mrs. Gregory, to his brother Philip Spencer Percival; and various shares to his said nephew and niece. The residue of his property he leaves, in trust, to pay one half of the income thereof each to his wife and niece, and subject thereto, for the eldest son of his deceased sister, Mrs. Louisa Nash.

What promises to be the concert of the season is that being arranged to take place at the Queen's Hall on Wednesday evening, June 8. It is under the immediate patronage of their Majesties the King and Queen and T.R.H. the Prince and Princess of Wales, the object being to raise funds for the London Life-Boat Saturday Fund, which is badly in need of money.

Visitors to the picture shows will welcome the thirteenth annual issue of "The Royal Academy and New Gallery Pictures, 1904," published by *Black and White*, 63, Fleet Street, E.C. The handbook contains some two hundred reproductions of the principal pictures of the year, printed on fine-art paper. The cost of the book is one shilling, and it may be had at all bookstalls and of all booksellers.



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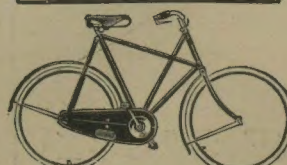
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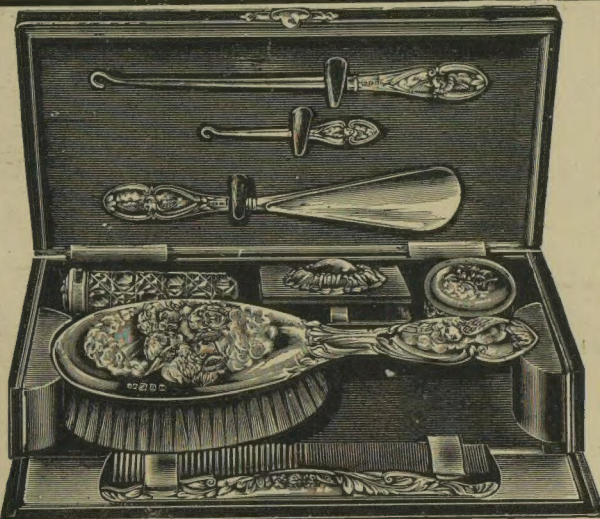
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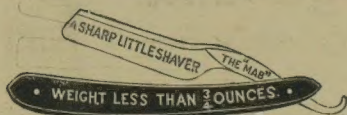
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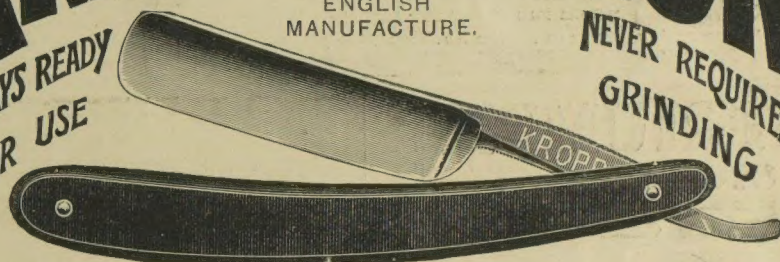
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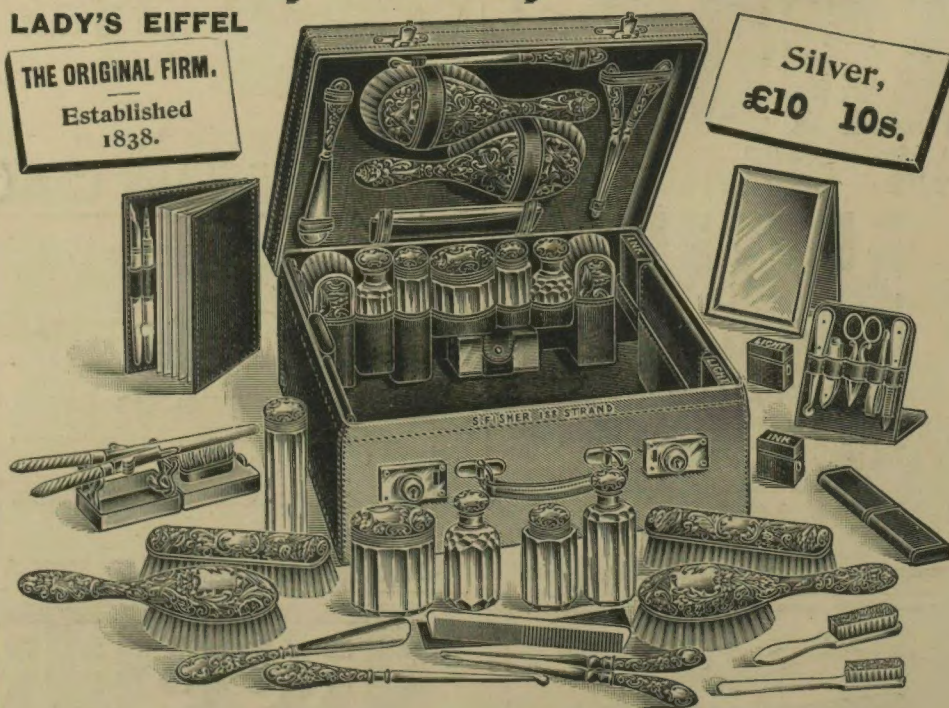
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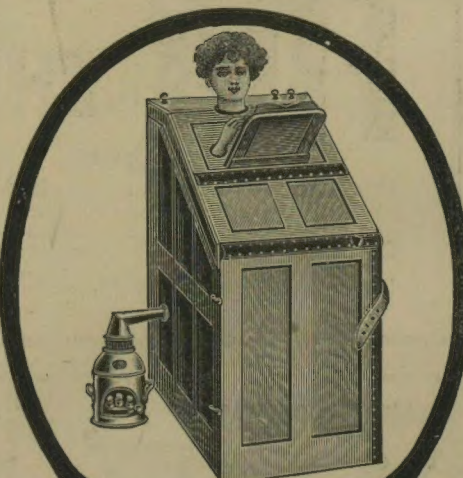
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